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The Hongkong Telegraph.

SATURDAY, OCTOBER 25, 1924. 日七廿月九

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ASTOUNDING BOLSHEVIK PROPAGANDA.

STARTLING FOREIGN OFFICE DISCLOSURES.

SOVIET APPEALS TO "BRITAIN'S RED ARMY."

London, October 24

The Foreign Office has issued the text of a letter it has to-day addressed to the Russian Charge d'Affaires drawing attention to a letter by M. Zinovieff, President of the Executive Committee of the Communist International and addressed to the Central Committee of the British Communist Party, "containing instructions to work for the violent overthrow of the existing institutions of Britain and the subversion of His Majesty's armed forces as a means to that end." The Foreign Office informs him that the Government cannot allow this propaganda and must regard it as a direct interference in British domestic affairs. It says that no-one who understands the constitution and relationships of the Communist International will doubt its intimate connection with the Soviet Government, and such conduct is not only a grave departure from the rules of international comity but a violation of specific and solemn undertakings repeatedly given.

The Foreign Office cites the agreement of June 4th, 1923, relative to propaganda and points out that the treaty recently concluded made still further provision for the faithful execution of an analogous undertaking. His Majesty's Government mean that these undertakings shall be carried out in the letter and spirit and cannot accept the contention that whilst the Soviet Government undertakes obligations, a political body, as powerful as itself, is to be allowed to conduct propaganda and support it with money, which is in direct violation of the official agreement. The Soviet Government either has or has not the power to make such arrangements. If it has the power it is its duty to carry them out and see that other parties are not deceived.

If it has not this power and if the responsibilities which belong to the State in other countries are, in Russia, in the keeping of private and irresponsible bodies, the Soviet Government ought not to make agreements which it knows it cannot carry out. Finally, the letter requests the observations of the Soviet Government on the matter without delay. The letter is signed "in the absence of the State Secretary" by J. D. Gregory.

AN INFLAMMATORY LETTER.

M. Zinovieff's letter which gave rise to the above protest, says that the majority of the British bourgeoisie are evidently against the Anglo-Russian Treaty. The proletariat of Britain, which pronounced its weighty word when the breakdown in past negotiations threatened and compelled the MacDonald Government to conclude the Treaty, must show the greatest possible energy in its further struggle for the ratification of the Treaty and against the endeavours of British capitalists to annul it. It is indispensable to stir up the masses of the British proletariat and bring into the movement an army of unemployed proletarians, whose position can be improved only after the loan has been granted to the Soviet Union for the restoration of her economy, and when the business collaboration between the British and Russian proletariats has been put in order. It is imperative that that group of the Labour Party sympathising with the Treaty should bring increased pressure to bear upon the Government and Parliamentary circles in favour of the ratification of the Treaty.

The letter goes on to declare that "the settlement of Anglo-Russian relations will assist in revolutionising the international and British proletariat, not less than a successful rising in any of the working districts of England, as the establishment of close contact between British and Russian proletariats, an exchange of delegations and workers, etc., will make it possible for us to extend and develop the propaganda of the ideas of Leninism in England and the Colonies. Armed warfare must be preceded by a struggle against the inclinations to compromise which are embodied among the majority of British workmen, against the peaceful extermination of capitalism. Only then will it be possible to count upon the complete success of armed insurrection. In Ireland and the Colonies the case is different as there is a national question, and this represents too great a factor of success for us to waste our time on the prolonged preparation of the working class.

TRADUCING ARMY AND NAVY.

The letter, which is dated September 16th, says:—"From your last report, evidently agitation and propaganda work in the Army is weak and in the Navy very little better." It suggests that "cells" should be established in all units and troops, particularly in large centres, and also in munition factories and military store depots. The latter should be given especial attention as in the event of danger by war, with the aid of the latter and in contact with transport workers, it would be possible to paralyse all the bourgeois military preparations and turn the imperialist into a class war. The letter suggests the formation of a group of military specialists to be the future directors of the British Red Army.

A further passage from the letter states:—"Go attentively through the lists of military 'cells,' detailing from them the more energetic and capable men to turn their attention to more talented military specialists, who have, for one reason or another, left the service and who hold socialist views. Attract them into the ranks of the Communist Party if they desire honestly to serve the proletariat and desire, in future to direct the national army and not be blind mechanical forces in the service of the bourgeoisie. Do not put this off to any future moment which may be pregnant with events and catch you unprepared."—*Reuter.*

QUESTIONS FOR THE ELECTORATE.

MR. BALDWIN'S IMPERIAL PREFERENCE.

London, October 24.

Liberal headquarters have issued a statement replying to Mr. Baldwin's announcement with regard to Imperial preference, declaring the Conference last year showed that the only sort of preference which can meet their demands must have consequences which Mr. Baldwin has repudiated.—*Reuter.*

THE CAPITAL LEVY.

London, October 24.

In a speech at Maltby, Mr. Fred Hall, the Junior Lord of the Treasury, said that Labour, if returned with a majority, would most certainly introduce a capital levy.—*Reuter.*

BIG FIRE.

LAST NIGHT'S PRAYA BLAZE.

Fire destroyed the entire building at No. 147 Connaught Road Central, (between the Harbour Office and the Macao Wharf) at an early hour this morning. The ground floor of the building, was occupied by the Lam Yung Brothers Tobacco Co. and the remaining floors were used to store oil. It is understood that the losses were partially covered by insurance.

The first alarm was turned in at 10:40 o'clock last night. When the Fire Brigade reached the scene the whole building was a mass of flames and their attention was directed to saving the adjoining property. Wreaths of heavy black smoke were issuing from the windows and it was not long before the roof and three upper floors caved in leaving only four walls and a few supporting timbers standing.

The Fire Brigade had difficulty in subduing the blaze due to the inability to get water into the seat of the flames which was near the back of the building. Eventually it was decided to pierce the rear wall from a building in Des Vieux-road, and it was then got under control. It proved to be molten soap that resisted so long.

The fire float assisted greatly by pumping sufficient water to flood the lower floors of the building thus keeping the fire from spreading.

Five lines of hose were laid from the Des Vieux Road side of the building and were played continuously from the footpath and one from a small window in the rear. All tram traffic along the western route was stopped and a huge crowd gathered to watch the Brigade fight the flames. The Boy Scouts turned out in force and rendered valuable assistance in controlling the crowds and relieving the firemen with the hose.

No lives were lost, though spectators say that it was only due to the promptitude of action on the part of the Fire Brigade that saved the Chinese tenements on either side of the burning building from suffering a similar fate. As it was the roofs of the adjoining houses were damaged by small fires started by embers from the burning building.

The "Stop" signal was sent through at 1:20 a.m. but the appliances did not return to their stations until nearly daylight.

The damage caused has been estimated at \$38,500. Only the goods on the ground floor, comprising kerosene and sundry articles of export, and those on the first floor were covered by insurance, the amount effected being \$30,000.

ANOTHER CALL.

Hardly had the Brigade gone back to the Station when another call came through, this time the fire being at No. 189 Queen's Road West. Sparks from a furnace had set fire to a quantity of tea-leaves that were being dried over the fire. The alarm was given at six o'clock this morning and a few minutes later the Brigade arrived. Their prompt arrival averted a big outbreak. Very little damage was done.

FRENCH REPRESENTATIVES.

THE LATEST APPOINTMENTS.

Paris, Oct. 24.

The Cabinet has appointed the French Ambassadors, including M. De Flouriau on Oct. 18th to London, M. Perrotti Dollarosa to Madrid, M. Bonnard to Rome, M. Deschoner to Washington and M. De Marcellis as Minister at the Hague.—*Reuter.*

Paris, Later.

It is announced that M. Martel the Minister at Riga, has been appointed Minister at Peking in succession to M. Flouriau.—*Reuter.*

END OF CHINA'S WAR IN SIGHT.

WU PEI-FU'S NEW "POST"

TAO KUN SUDDENLY DECIDES THAT WAR SHOULD CEASE.

Peking, October 24.

President Tao Kun has issued a mandate ordering the immediate cessation of hostilities and dismissing Wu Pei-fu from his post, appointing him "Chief Commissioner for the development of Kokonor," which is a large salt-water lake in north east Tibet, directing both the Chihliites and Mukdenites to remain in status quo; and instructing Wang Cheng-fu, the Civil Governor of Chihli, to take charge of the troops at Shanhaikwan.—*Reuter.*

MUKDEN WARLORD DECLARES PEACE.

Mukden, Oct. 24.

A communique issued from the headquarters of Chang Tao-lin announces the ending of the war with the Chinese Central Government.

MARSHAL WU FLEES.

The communique adds that Wu Pei-fu is in full flight, and the retreat of the Central Government armies at Shanhaikwan has been cut off.

It asserts that President Tao Kun has taken refuge in the Legation quarter of Peking.—*Reuter.*

GEN. FENG'S STRONG POSITION.

Peking, Oct. 25.

The remainder of Gen. Feng Yu-hsiang's troops have reached Peking, also fifteen thousand of Hu Chung-shan's forces, giving Gen. Feng a total command of upwards of forty thousand men.

Perfect order has been maintained hitherto, and not a single shot has been fired during the after coup. It is noteworthy that Feng's proclamations do not mention several leaders who are reported to be participating in his movement.

A further proclamation this morning concludes as follows: "He must request the President to issue a mandate ordering the cessation of hostilities."

The Cabinet is nominally carrying on under Premier Yen, to whom Gen. Feng apparently looks for avoidance of interruption of Government business.

The Presidential bodyguard, consisting of three thousand troops, was disbanded last night. While numerous rumours in this connection are being circulated, there is reason to believe that Tao Kun is still in his Presidential mansion. No further arrests are reported. The interruption of communications has left Peking entirely in the dark regarding Wu Pei-fu. It is reported semi-officially that some Fengion leaders are carrying out a similar coup at Mukden, but it is impossible to confirm these.—*Reuter.*

WU'S PUNISHMENT ORDERED.

Peking, later.

The Minister of Finance was not arrested yesterday. The police mistakenly arrested his brother, who was subsequently released.

The report of the disarming of Tao Kun's guard was apparently premature. It seems that Gen. Feng requested Tao Kun to issue two mandates, the first one ordering a cessation of hostilities, and the other ordering the punishment of Wu Pei-fu. Tao Kun agreed to the former but declined the latter, and Feng is taking measures to secure compliance.

All remains quiet in Peking.—*Reuter.*

DE VALERA AGAIN ARRESTED.

ATTEMPTS TO ADDRESS MEETING IN ULSTER.

London, October 24.

The Irish Republican leader Eamon De Valera was arrested in the vestibule of the town hall at Newry, Ulster, to-night, in the act of entering a meeting to speak in support of the Republican candidate, in defiance of the Ulster authorities.

This arrest is a sequel to a day-long watch by contingents of constabulary armed with revolvers, rifles, bayonets and truncheons, guarding every possible approach to the town, in view of De Valera's announced intention to speak.—*Reuter.*

OPIUM CONFERENCE.

EXTENT OF AMERICAN PARTICIPATION.

Geneva, Oct. 24.

League circles point out that, apparently owing to a confusion of dates, it was wrongly reported that the United States representatives would attend the first Opium Conference at Geneva on November 3rd, dealing with the suppression of opium smoking. The fact is that they will attend the Conference on November 17th on the limitation of manufactured narcotics.—*Reuter.*

PRINCE OF WALES.

LEAVES AMERICA FOR HOME.

New York, Oct. 24.

After completing his holiday tour in Canada, and visiting Philadelphia, Detroit and elsewhere in the United States, the Prince of Wales has embarked on the liner Olympic homeward bound.—*Reuter.*

WEMBLEY IN 1925.

SOME COLONIES WILLING.

St. Johns, Oct. 24.

The Newfoundland Government has decided to participate in the Empire Exhibition in 1925.—*Reuter.*

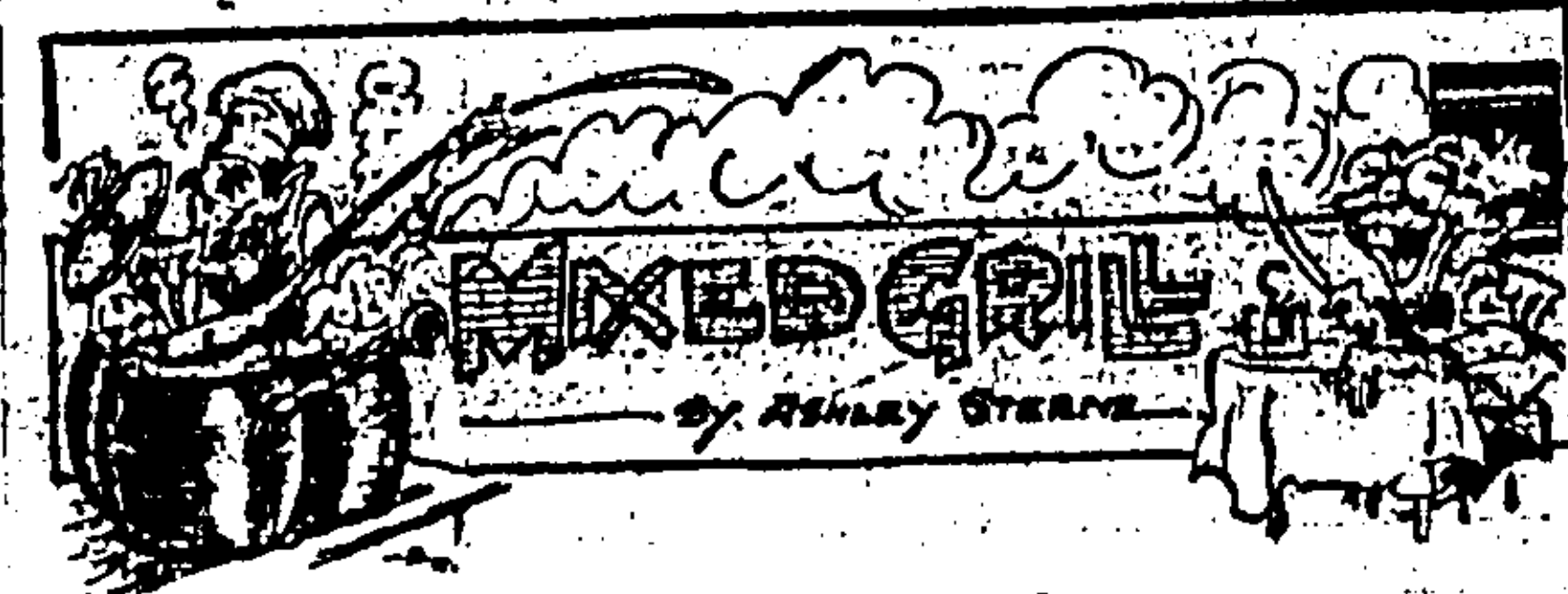
SOUTH SEA ISLAND MANDATES.

Geneva, Oct. 24.

The Mandates Commission of the League had a private sitting and discussed the report of the administration of the South Sea Islands. The Japanese representative, Mr. Sugimura, furnished information respecting the labour conditions, the liquor traffic, the administration of justice, et cetera.—*Reuter.*

TO-DAY.

Closing Exchange 2s. 5. 3/16.
Lighting Up-Time 5.51 p.m.



The almost indecent haste with which the youth of Great Britain discard one thing for another will cause a public scandal unless prompt measures are taken to draw their fangs and thus nip them in the bud. I more particularly refer to the reprehensible practice of shifting, scabbing about before cricket season. It is tantamount to consuming the funeral, bachelors are the old gentleman upstairs has breathed his last, a eulogium which even the most case-hardened mourner would hesitate to commit.

Last Saturday afternoon, we (that is, my Club, the Battersea Bingers) were playing the concluding match of the season against the team of the local branch of the Good Tipplers' Association on our village green. I was fielding third longest—my usual place, and was about to effect a catch that would have won the match for us, when some muddled old kicked a football just between my fountain-pen and my watch, with the result that the ball went to the boundary for four, and I went to the Ambulance-tent for artificial respiration.

Yet another inventor claims to have discovered a process which renders glass absolutely unbreakable. I simply won't believe it until:

- (i) my Mary Jane has had a go at it;
- (ii) a specimen has safely survived transit through our Parcel Post.

A few weeks ago (readers will probably remember) the announcement was made that a Japanese professor had discovered a powder, made from fish, which, taken internally, would increase a person's stature. I promptly wrote to write my friend, Dr. Bulky Stodger, the famous dietitian and Professor Erraticus of Yell University, Connecticut (whose biography appears this week) asking him for his observations on the matter. Just to hand is his reply, in which he states that for years he has been experimenting, to a similar end, with a powder made from Limburger cheese. The patient, however, is required, not to swallow the powder, but to smell it, the effort to escape the effluvia resulting in an elongation of the neck varying from a few inches to a couple of feet. So successful has my friend's treatment proved that one patient on leaving the clinic, was mistaken for an ostrich, and was much harassed by people groping beneath his coat-tails to look for plumes. But as the eminent medico rightly pointed out to him, he couldn't have it both ways.

Brothers of the bride at a North London wedding last week



were a soldier, a sailor, and a policeman. Their presence, of course, made it practically impossible for the bridegroom to escape.

I received quite a shock the other day. Having nothing else in particular to do I bought a dog—only with a very long nose and very short legs—a trifle—hound I think. On going to the Post Office to take out a license

I was dreadfully disappointed to find that I didn't have to fill up a form with a number in the corner like a quadratic equation. I had eagerly anticipated receiving

Form No. 86521 (a) P.M.G./D.L. 1337 (ii) 198542, and being required to fill in something to this effect:

- (1) Name of dog. (To be written in block capitals.)
- (2) State if dog's parents living. If dead, state cause of death.
- (3) Has dog ever suffered from rabies, roup, croup, staggers, glanders, rickets, clergyman's sore throat, or swine fever?
- (4) Is it strictly sober and temperate?
- (5) Has it ever had a license previously? If so, was such license ever endorsed?
- (6) Give the names and addresses of two other dogs willing to act as references.
- (7) State precisely whether you require license merely for listening to dog, or for experimental purposes.

It was awfully tame simply handing over the money and getting a receipt. I've got more fun out of trying to register a picture-postcard.

It is stated that the amount of pure ozone used in the Tube railways is one part to two million parts of air. As a constant traveller on the Tubes may I respectfully request that any visitor encountering this one part of pure ozone will not sniff it all up?

As remarked in another paragraph, this week's biography is that of

IV. Bulky Stodger, M. D., M. R. C. V. S., R. S. V. P., & Co., & Co.



Hatched 1852. Received first instruction in medicine from Dr. Beecham, Dr. Gregory, Dr. Carr-Stroyle, and later, in Vienna, from Prof. Staubersaltz. On qualifying, determined to specialise in dietetics, and went (1882) to America to study at first hand the food-values of clam chowder and canvas-backed terrapin. Accepted post of Professor Erraticus of Yell University, Connecticut (1884), offered him in recognition of his able monograph in defence of the pork and beans canning industry, published (1889) under the title, I felt no foe in shining Armour. Received the Order of the Bottlenosed Jellyfish, with two knobs, for his researches into the nutritive value of spear-mint if left on the bedpost overnight. Published works include *The Vitamin's Dream of Homer* (1892); *Botulism or Bolshevism?* (1895); *The Diet of Worms; a Digest of its Effect on Martin Luther* (1900); *Do Haricot Beans cause Varicose Veins?* (1904); *Do Onions cause Bunions?* (1905); *Should Dogs Eat Sardines?* (1909); and *Tasty Tu-Bits for Tired Tumblers* (1909). Hobbies: haircutting and freetwork. Club: The Porbus Plasterers' Medicine-Bath.



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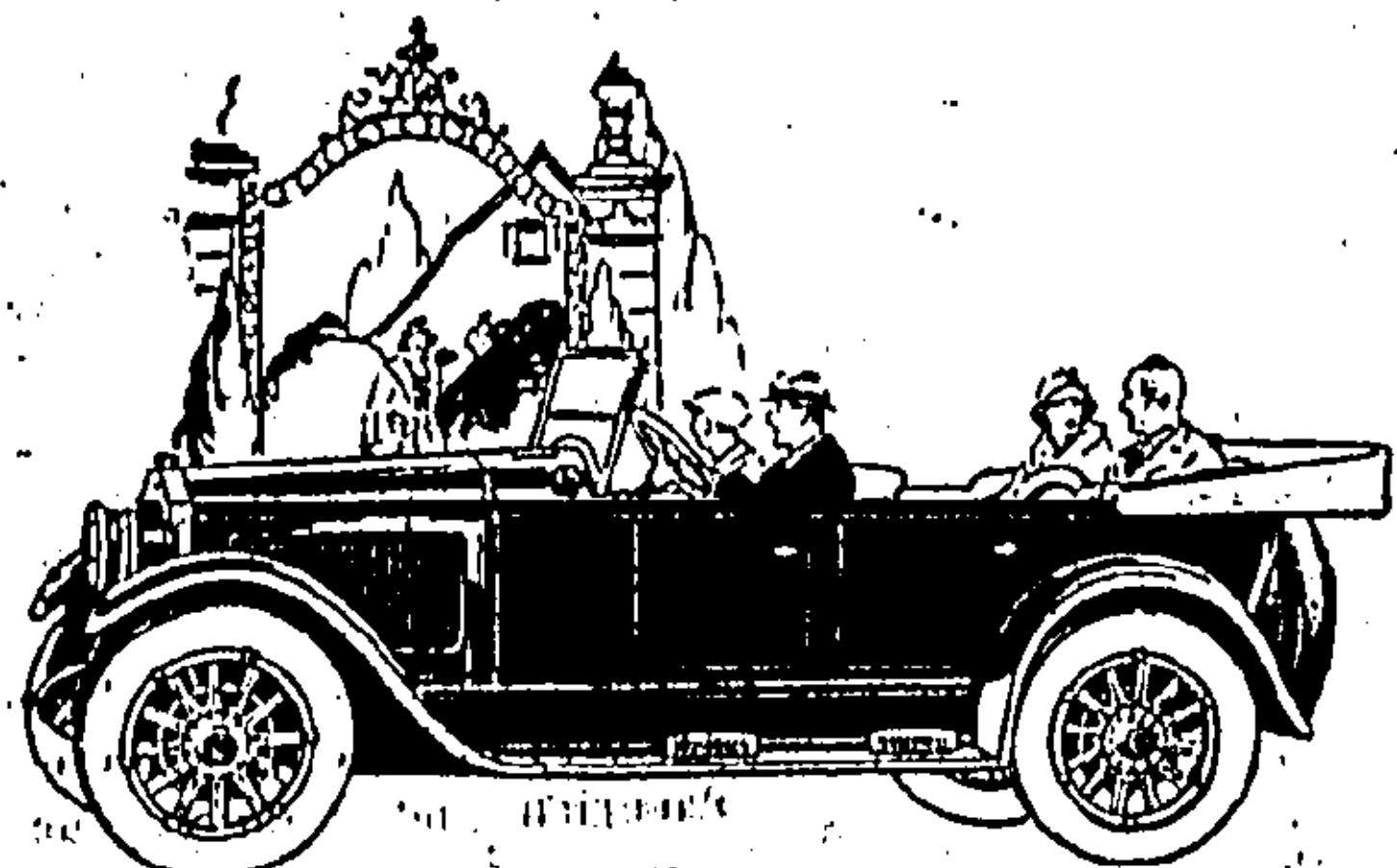
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To be drawn for on the night of the Society's 41st. Annual **ALFRESCO FETE**—7th December, 1924.

Tickets (\$3.00 each) on sale at various Clubs and Stores. They may be obtained also at the Hongkong & Kowloon Taxi Cab Co.'s Show Room, Queen's Road, Central, where the Car is on view.

ROYAL HONGKONG YACHT CLUB.

A SUCCESSFUL YEAR.

Capt. T. Arthur, the acting Commodore, presided yesterday at the annual meeting of the Royal Hongkong Yacht Club. There was a good number of members present, and the following Committee members: Commodore Grace, Messrs E. W. Carpenter, H. S. Rouse, D. H. Blake, D. C. Logan, R. C. Monierieff and Mr. A. Ritchie (Hon. Treas.).

In proposing the adoption of the report and accounts, the Chairman said they all regretted the absence of Mr. D. K. Blair, the Commodore. It had been his privilege to endeavour to fill his place since he left. However, he was not without hope of seeing him in the chair on a future occasion.

He had to mention the absence of two very old members of the Club, both of whom served as Commodore, the late Mr. Frank Smyth and the late Hon. Mr. A. R. Lowe. Such men as these were not easily replaced, and in them the Club had lost two of its most generous and valued members.

The past season had been one of the most successful in the history of the Club. It was worthy of note that only two nights ago four of their oldest oarsmen were seen returning from a cruise in the dusk, one of their number stating that it was his first time at the oar for fourteen years (laughter).

Season's Activities.

The report of the Sailing Committee showed that the boat owners had a most interesting and varied programme of events to sail off during the season and the racing was full of interest from start to finish. The ladies races were distinctly popular and were very keenly contested, and it was hoped that as all classes of boats were to be sailed by them this coming season, a record entry would be forthcoming.

It would be the duty of the incoming Committee to arrange for the Mace Race for a cup promised by Mr. G. H. Potts, and he had seen a letter from Shanghai suggesting an Interport race with the members of the Royal.

The Rowing Section of the Club was in a very flourishing condition, and the all round average of rowing in the various events competed for during the season showed unmistakable improvement.

The Bowling Section was also going strong and its popularity increasing. It had been suggested that in future the monthly subscription of a dollar which the bowling members pay in addition to the Club fees be discontinued, and this he recommended for the consideration of the new committee (Applause).

He expressed thanks and appreciation for all the valuable services rendered by various members in the carrying out of the Club's activities and affairs.

Commodore Grace.

The Chairman thanked Mr. Ritchie and Mr. Rouse for their strenuous work as secretaries during the last year. Mr. Ritchie, owing to pressure of other work, was giving up the secretaryship, but he had kindly offered himself again as treasurer.

There was one other, that himself as acting Commodore and the Committee and members of the Club wished to thank, and that was Commodore Grace. He would not be with them much longer and as he had, since being a member of the Club, identified himself with all sport in a cheerful and energetic manner, he thought it was up to them to have their appreciation recorded at that meeting. (Applause).

He thanked, on behalf of the Committee and members of the Club, the two gentlemen who so kindly audited the accounts.

The Chairman then opened the subject of the election of a Rear-Commodore for the Club. He considered it a good thing if the Articles of Association permitted it. The Club had grown a great deal and really needed another flag officer—and of course another cup. (Laughter).

Commodore Grace then proposed that Capt. Arthur be elected Commodore for the coming year. Capt. Arthur was well known and there was no need for his virtues to be mentioned; they had all seen how efficient he was.

The motion was seconded by Mr. S. T. Williamson and carried unanimously.

Replying, Capt. Arthur said it gave him great pleasure to accept the honour and he esteemed it a great privilege to serve the Club.

EARLIER TELEGRAMS.

THE COMING ELECTIONS.

London, Oct. 24. Mr. Baldwin received an enthusiastic send-off at Euston on his departure on a tour of Scotland and North England lasting till polling day. He sent as a message to his supporters the words of his old school song, "Piny up you fellows, piny up." Mrs. Baldwin sent a message to the women, "Work to keep Britain for the British."

Mr. Macdonald in a speech at Cwmados declared that the Liberals had sold themselves and unless Labour was returned to Parliament in full force, the country was going into the hands of dangerous reaction which would affect the whole of Europe. There was not only the danger of protection but the danger to international peace, the budget, etc. The country would be running a grave risk if the Conservatives were returned.—*Reuter*.

GERMAN POLITICS.

Berlin, Oct. 24. Herr Hertg has resigned the leadership of the Nationalist party as a result of the campaign of the extreme wing, which is enraged at the failure to secure entry into the Cabinet. The German Nationalist directorate has entrusted Herr Winkler, a member of the Prussian diet with the leadership, and elected Admiral Von Tirpitz a member of the directorate.—*Reuter*.

THE NEW CABLESHIP.

London, Oct. 24. The cable-ship Cable is leaving for Singapore on the 25th, she is fitted with all the latest devices and has a carrying capacity of 500 miles of cable, a speed of twelve knots and a range of 6,000 miles. She is capable of repairing faults in a few hours.—*Reuter*.

GERMAN MUNITION SHIP.

Durban, Oct. 24. The German munition ship Nordmark recently seized by the Customs has been released and is leaving for Batavia without a portion of her cargo. The utmost secrecy is being maintained regarding the ship and her cargo and her ultimate release.—*Reuter*.

THE NOBEL PRIZES.

Stockholm, Oct. 24. The Nobel Prize for Medicine and Physiology for 1924 has been awarded to Professor Willem Einthoven, of Leyden University.—*Reuter*.

THE EMPIRE EXHIBITION.

Capetown, Oct. 24. The Government of the Union of South Africa has decided not to participate in the Wembley Exhibition of 1925.—*Reuter*.

He assured members that as far as he was concerned the interests of the Club would always be looked after. (Applause).

Officers Elected.

The following officers were then elected:

Vice Commodore.—Mr. E. W. Carpenter; Rear-Commodore, Mr. A. L. Shields.

Yachting Committee.—Commodore Grace, Capt. A. Davison, Messrs. H. S. Rouse, E. Cook, N. Croucher, L. Quist, P. M. Hodgson and H. L. Adams.

Rowing Committee.—Capt. Faucett, Messrs. D. C. Logan, R. L. Monierieff, O. Eager, Forsyth, and Dr. P. P. Minett.

Bowling Committee.—Messrs G. R. Edwards and S. T. Williamson.

Mr. A. W. Tiedle was appointed Hon. Secretary and Mr. A. Ritchie Hon. Treasurer. On the proposition of Mr. D. C. Logan a vote of thanks to Mr. Ritchie, for his past services, was passed and recorded on the minutes.

The Handicapping Problem.

On the meeting being opened to general discussion, Mr. A. H. Shields raised several yachting matters. He proposed that there be a Handicapping Committee appointed, which could be made up of the Commodore and Vice Commodore, the Sailing Secretary and one owner from each of the classes. Protests, he continued, was a vexed question. A good many who took up sailing had not had a great deal of experience and year after year they had the same difficulties arising, and he wished to suggest that a record of protests and rulings on them be kept for reference. The same points constantly came up and former decisions would be of interest and assistance.

Mr. H. S. Rouse said he was certain the Sailing Committee would welcome the appointment of a Handicapping Committee. He knew the Sailing Secretary would. (Laughter). As it was a member's boat was given a handicap and he would immediately ask whether the Secretary thought his boat was the Shamrock. (Laughter). He agreed with the protest suggestion, and thought it could be arranged to keep a record of them and the findings.

The matter was referred to the incoming Committee.



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HONGKONG, 25th Oct., 1924.

AMERICAN FOREIGN
POLICY.

President Coolidge's final election speech, a condensation of which was received through Reuter yesterday, is of more than ordinary interest by reason of the fact that the foreign policy of the United States is intimately bound up with the result of the election, and because America's foreign policy is of vital interest to Great Britain and other European countries. When President Coolidge promises co-operation with other nations in the interest of peace, so long as the independence of the United States is not jeopardised, we wonder just what he means. Ever since the late President Wilson made the great mistake of his life in not being frank with his Cabinet and Senate on the question of the League of Nations Covenant, America has been extremely shy regarding entry into international politics, and the idea seems to have taken root in America that that country can participate in promoting international peace without being a party to any of the covenants, treaties, or other agreements in writing necessary to define the intention of the covenanting parties. There is some grave fear that American independence will be damaged if the United States signs anything. The League of Nations is looked upon almost as though it were a sinister organisation out to cramp the individuality of its member nations, and there is a dread of discussion on any country's "domestic affair." The United States prefers to stand outside all these things and yet it so often expresses its desire to further international concord.

To our mind that is an extremely paradoxical attitude to adopt. Great Britain's freedom of action is in no-wise impaired by its membership of the League of Nations, except that it is forbidden to wage aggressive warfare. And it would be better if all and every nation were forbidden in like manner. Great Britain's independence is not one whit jeopardised and never could be, so long as its people had will to remain free, and there is no risk that any purely domestic affair of our's would be made the subject of an international conference. We admit that there possibly could arise a

contingency in which what we regarded as a domestic problem was regarded by other nations as having an effect beyond our domestic range, but machinery is definitely provided for deciding such a point. American fears have, we think, been magnified and are largely being made an excuse for keeping clear of the international tangle presented by the problem of disorganised Europe. But, surely it must be recognised that in order to have an effective voice in the discussion of any problem a map or a nation must be in the circle of these conducting the debate. To stand on one side and offer shrewdly gratuitous advice is to lessen one's influence considerably. Britain has not joined the League of Nations because she wishes to become embroiled in any further warfare but because she believes that by occupying a seat at a conference table, especially where the decisions of that conference have a binding power, she will assist the coming of the day when nations will put aside warfare and take to the arbitrament of reason. A beginning has to be made somewhere, and if all nations stood aside we should be back to the position where none of them cared very much.

The American psychology on foreign affairs is a little hard to understand. She desires so much; she will associate so little. The pose of superiority is not the one most calculated to inspire cordiality, and America must one day get down to the level of her fellow nations and join in with them in trying to settle the problem of their relationships. The world of nations will never become a happy family with the huskiest member always outside on the porch whilst the others are inside the house.

Election Rowdies.

The marked campaign of rowdism directed against Conservative and Liberal candidates for election is not a matter for surprise. One can always expect some of these incidents, and so far as this election is concerned one can expect worse rowdism than usual owing to the temper of the people. An unfortunate feature about the working classes in Britain lately has been the proportion of persons with "Red" tendencies, and to these a Labour victory at the polls spells the goal of all their ambitions. They expect to get some most wonderful things out of a powerful Labour Government, and do not perhaps realise that they would be disappointed were such Labourites to take office. Anyhow, the idea in their heads is that all opponents of the Labour party are enemies of the worst type. We can quite believe that many of the agitators are of "alien appearance," as the Reuter message terms it, but this does not necessarily imply that they are Russians specially engaged for the work. The reading public would want further proofs than mere appearances. Nobody looks more like the traditional Bolshevik than a long-out-of-work tramp. Neither is it safe to conclude that the official Labour party is at the bottom of the rowdism now being experienced. At the same time one can quite understand the Labour candidates being rather pleased at this assistance given their cause by the hooligan elements. Not that we think ourselves that the rowdies are helping Labour at all—possibly they will end by disgusting the better type of working people, and lead to a determination by the other classes to keep Labour out at any cost. All the same it is an indication of the very ugly temper of the lower elements, many of them justifiably incensed by the failure of the promises of unemployment relief. It may be presumed that they do not realise how much the recent Ministry has been responsible for the continuance of this sorry state of affairs.

Change Of View.

Another reason for the determined backing of Conservative and Liberal candidates must be

DAY BY DAY.

ADMONITION MUST DESOEND, AS THE DEW UPON THE TENDER HERB, OR LIKE MELTING FLAKES OF SNOW; THE SOFTER IT FALLS, THE LONGER IT DWELLS UPON AND THE DEEPER IT SINKS INTO THE MIND.—Seed.

The names of Mr. Sik Chung-yung and Mr. Harry Way have been added to the list of authorized architects.

Dr. Wong Taz-chuen has been appointed a Member of the Midwives Board for a term of three years, with effect from 23rd October, 1924.

We are informed by the Eastern Extension, Australasia and China Telegraph Co., Ltd., that telegraphic communication with Peking is restored.

In the latest Government Gazette is published a new schedule allotting the use of recreation grounds in the Colony to the various athletic clubs.

It is notified that until further notice, except with the permission in writing of the Colonial Veterinary Surgeon, no dog shall be removed from or landed on the Island of Hongkong.

Messrs. Carroll Bros. are in receipt of telegraphic advices from Singapore friends stating that the price of Rubber is now 60½ cents per pound. The telegram also intimates that the New Serendah Rubber Co. has declared an Interim Dividend of 4 per cent.

The Government is inviting tenders for the construction of two steel twin screw Patrol Vessels for the Hongkong Government. The Principal Dimensions for each vessel are:—Length overall 111ft. Gns. Breadth moulded 18ft. Gns. Depth moulded 8ft. Gns. Engines to be Semi-Diesel.

Cabled intimation has reached Singapore of the death on October 10th, at Crieff, Perthshire, of Mr. James Henderson Drysdale, who had spent more than forty years of his life in and about Singapore. His death followed a long period of ill-health. Mr. Drysdale, who was in his 76th year, went to Singapore when he was 21 years of age, and later served for 15 years as chief engineer on various steamers on the China coast. He afterwards joined the United Engineers and remained with them for 28 years. For health reasons he was compelled to leave Singapore in 1919. One of Mr. Drysdale's daughters is at present in Kuala Lumpur, and a son is an engineer on the marine staff of the Eastern Extension Telegraph Company at Singapore. Another daughter is in Scotland, and a younger son was a Volunteer killed in the Singapore mutiny in 1915.

the fear that Labour is going to suffer a big defeat—big in the way of failure to realise the grandiose dreams of various advocates of a socialist administration. There is no longer the ring of confidence in his statements which characterised the speeches of Mr. Ramsay MacDonald on the opening of the campaign. At the same time, the other parties, particularly the Conservatives, are more optimistic, or if nervous, they are concealing the feeling admirably. The most peculiar, and probably a very significant, change has been shown by Mr. MacDonald, and it has not seemed what one expected of him. The only conclusion is that he is apprehensive of defeat, despite all the lip confidence of his utterances. At the time when the older parties were impeaching Labour in the House of Commons, the Premier accused the Liberals of being crooked in their dealings, and unfair to the Labour Government, and at the same time he gave the Conservatives a pat on the back for their straight action. If this was a political move, it failed. When the Liberal amendment to the vote of censure was upheld by the Conservatives it became apparent that Labour would have to stand alone in the conflict. Now we have Mr. MacDonald accusing Conservatives of being the implacable and unscrupulous foes of the Labourites, and appealing for Liberal support. This attempt to play one party off against another is not dignified, to say the least, and one cannot but presume that the Premier sees the chances of his party dwindling as the days of the campaign go by.

Bulls and Inners

□ □ From the Office Butts. □ □

By general demand the O.B.I. is this week awarded to the gentleman who so audibly sighed at the Navy League concert.

Is it just a coincidence or is it significant that the new name of the Cantonese army is K.K.K.?

"Chinese moribonds at Home" says a local heading. But, of course, that wasn't in Canton.

We suppose some of our young bloods turn up their sleeves and noses for effect. Seems to be more of a defeat.

"For Sale, Small closed car, Owner driven"..... Might have completed the sentence.

From the S. C. M. Post. "Christian General Grabs Peking." Metaphorically Peking!

What about the Peak Tram Company installing the "Joy Wheel" at May Road for the entertainment of people watching the non-stops go by.

It seems that if you don't use your head in Canton you're liable to lose it!

There is a "Own-Your-Own-Home" movement in the States. Upon enquiring in official circles we are informed that this movement is not expected to spread to Hongkong.

One good thing about the approach of Hongkong's winter, one doesn't need to have a final wash before the bath becomes a coal cellar.

We consider the bull sent us about the suicide at Happy Valley being very near dead, to be in very bad taste.

There is no truth in the story that in order to obtain additional publicity the next meeting of the Education Board will be connected up to the Macao Wireless station.

There are no squirrels at Fan-ling; only nuts.

They say that motor cars are diminishing our leather supply. Pedestrians are also getting scarcer every day.

A stone mason was shot at in Yau-mat last week. Well, that's one way of making them hustle.

Canton is getting so that when a man takes out fire insurance he buys a gun at the same time.

We're all in favour of passing the Budget before the football season starts.

Americans at the moment are getting their indignation in shape for Thanksgiving Day.

Now that bowling is over, footballers come to pass.

Football is better than golf. You don't have so much searching for the ball.

The Canton Gazette states that Canton merchants have resumed business voluntarily!

There is no truth in the story that wireless fans in London heard Lloyd George getting a haircut this week.

From the number of those harbouring cases, Hongkong's shipping returns should look good this year.

More Hongkong architects should have attended this week's theological lecture, the subject being "Building of Character."

General Li Fook-lum, Canton's acting Mayor, has resigned on the plea that he intends to devote his time to military affairs. The story that he intends entering the silk business is, therefore, untrue.

If some of these fortune tellers were any good at their job they wouldn't be so often in trouble.

Sun Yat-sen's case is incomplete. He omitted to mention that it was the Imperialists who set fire to Canton city.

These recent thefts from local shops seem to confirm the impression that the Cantonese are getting more and more dishonest.

According to the Post, the K.C.C. are playing a "kindly match" against the Civil Service to-day. There is nothing like treating these Government servants kindly.

The question of the hour, "Doesn't it get dark early?"

Bobbed hair isn't really so troublesome as long hair. What about some of our ladies getting their teeth out so that they won't have to bother brushing them?

With all these buses running, distances in Kowloon are much shorter nowadays. But the distance from payday to payday remains the same.

The recent crop of local weddings reminds us that chasing something is often more exciting than catching it.

Some folk are laying in a stock of baths before the cold weather sets in for good.

You never hear a man bragging about the number of miles he got out of a pair of shoes.

Dancing has started—quite a lot of things.

A doctor declares that a sharp knock on the elbow temporarily paralyses the arm. He does not mention the similar effect of continually bending it.

"Local club bars extension," announces a Northern contemporary. At first glance we were sure the apostrophe had been omitted.

A young woman who was driving a man friend downhill, dashed into a Church, reports a contemporary. Evidently he could not take a hint.

Perhaps there was not sufficient also in the bearings.

Wedding ceremonies are now being broadcast. It is believed that owners of very sensitive receivers can even hear the mother-in-law bawling.

To say nothing of the bridegroom's pants.

Your portrait can now be sent by radio. Double chins will be due to atmospheric conditions.

"How to Spend money on Your Home" is the title of an article in a contemporary. The answer is easy.

A compositor committed lese majeste the other day when he referred to the Hongkong Government's "cat estimates."

An old lady who passed a hoarding blazoned with the words "Balloons 'Lies'" was heard to comment on the way these round-the-world flights were being done to death.

Let us hope the fair voyagers who arrive here will not be perturbed by the legend "Enemies of Women" placed over the rich-sha shelter at Kowloon.

"The Peak: For Sale." When we saw that heading to a local advert, we at first thought it was a summit to write home about.

There is no truth in the rumour that "Little Hsu" will appear here under the direction of Oriental Amusements.

Those younger harbour swimmers had their goose Cooked.

After that comment on the ladies' race, all the men decided to finish the course.

Having tried his best with our water and milk, Dr. Koch is now about to look into our whisky.

One of these days the Government will charge itself with obstructing the footpaths with road-making material.

What we want more than anything else is patience.

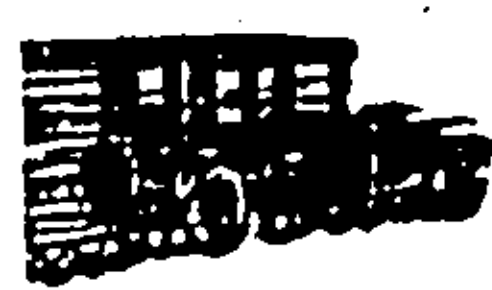
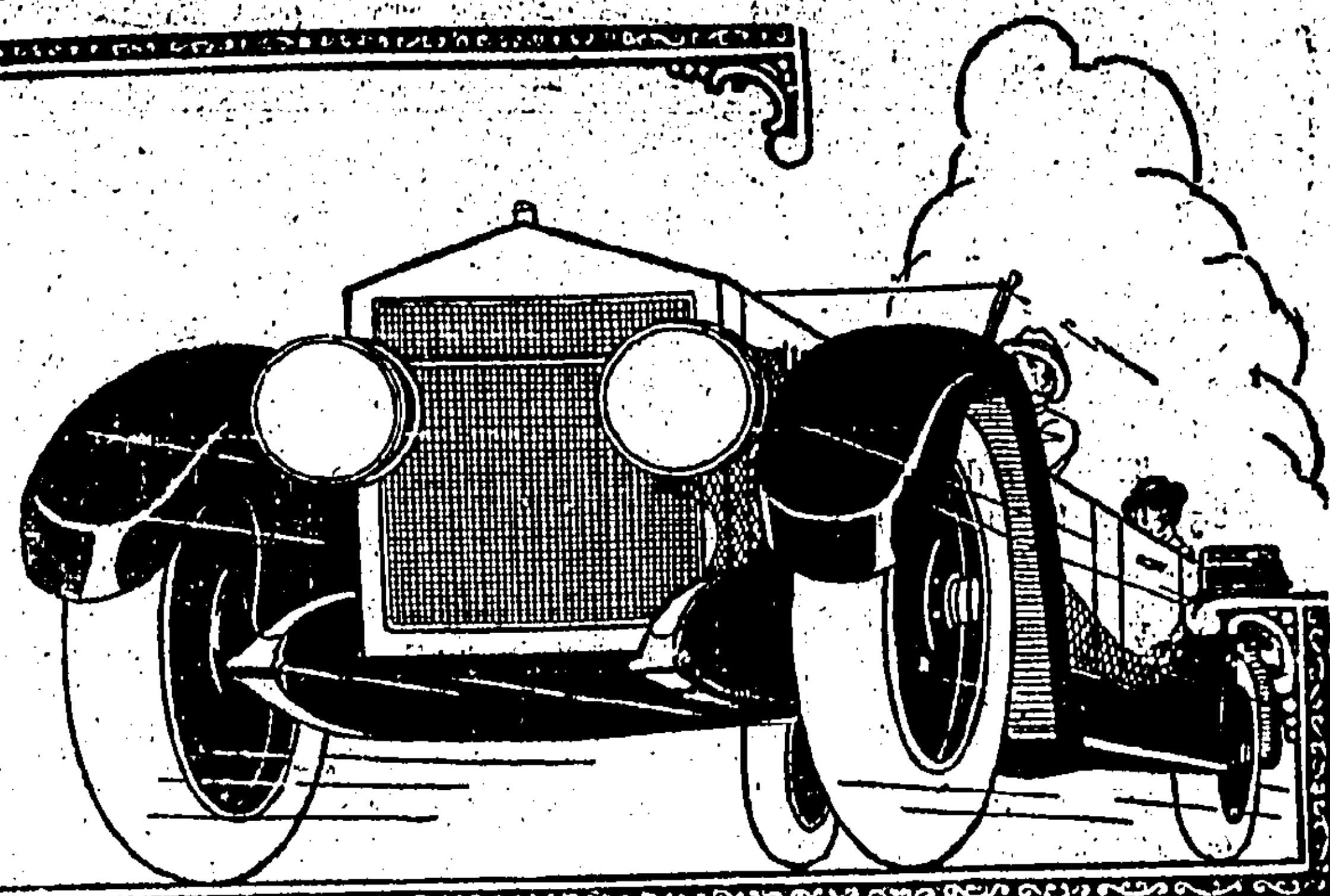
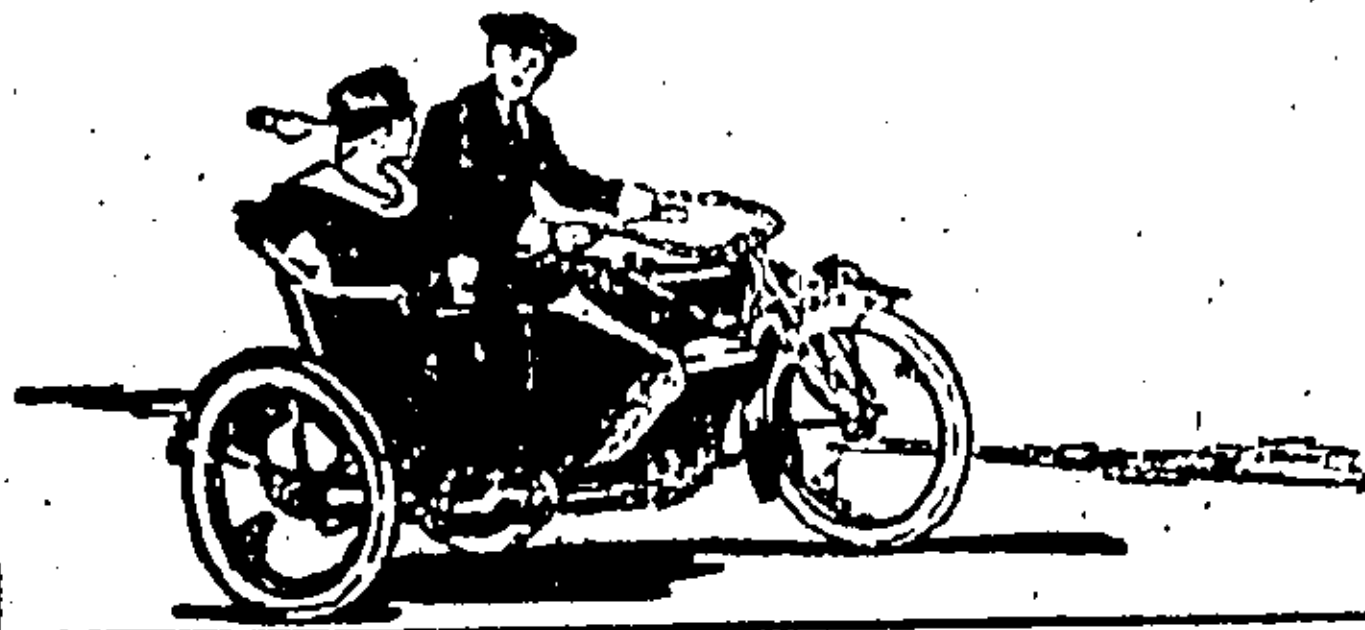
A Kowloon contractor has been fined \$15 for not putting by the provision that the Cantonese are getting more and more dishonest.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY the 25th. October, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

Postponed from the previous Saturday on account of the weather, the final stage of the motor cycle speed judging competition was completed on Saturday last.

On the Kowloon run of the fifteen competitors who started only two, who curiously enough happened to be riding Harley Davidson machines failed to complete the course. One competitor A. Gascon, Harley combination, had extremely rough luck in that he worked the whole of his hour's stop at Castle Peak to repair a puncture; checked out to time, and punctured again at the foot of Lai Chi Kok Hill. The other competitor A. Terry—Harley combination took the wrong road.

The riding of the competitors was of a good standard, and with a little more practice and more careful attention to running to time the finish would have been closer.

On the Hongkong run all the competitors who started finished the course. Four competitors who completed the Kowloon run failed to start in the Hongkong run. A. Rumjahn being in hospital owing to a spill a few days previously, and A. Woolley also being on the sick list. Chaney did not appear, it being understood that he had forgotten to buy another mount that week. Suen was called away from the Colony on business.

The first test consisted of stopping and restarting in the steep part of Shauiwan Hill. Most of the competitors did well at this, especially Mounier, being closely followed by Woodward and Ewan.

In the brake test on Sai Wan Hill, Woodward did extremely well, assisted by a little careful thought and gear changing. H.S. Komor's pull up was easily the best of the afternoon—a good pull up from a fairly fast pace with no skidding, Mounier and Kow also did well here.

From the brake test the competitors proceeded to Repulse Bay where they were checked in and taken to a matched where a most excellent tea was provided.

Checking out after an hour's wait at Repulse Bay the competitors had an uneventful run home, there being one secret check on the way. This check was

taken to break ties but as there were none, the times were not considered. The timekeeping of the competitors was much better on the Hongkong run than Kowloon, but a little more attention to close running to schedule would have helped most of the competitors. Contrary to a previous erroneous report the Harley Davidson machine was ably represented and with a little more luck and better timekeeping would have secured the trophy.

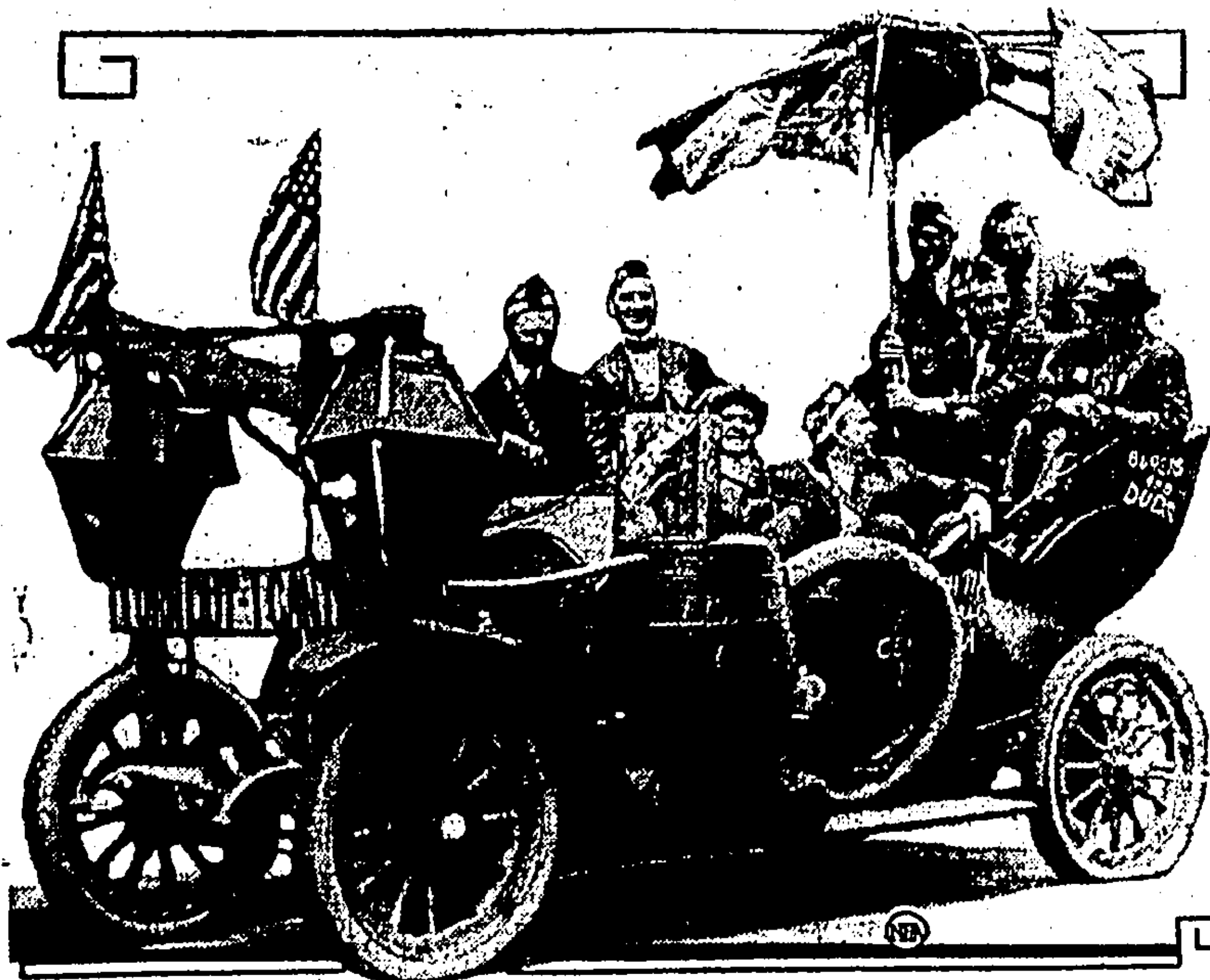
The committee wish to thank all their helpers especially Mr. O. H. Wilson who kindly placed his car and matched at the disposal as well as his personal services, also Mr. E. Bell and Mr. G. Saunders who gave their services as checkers. The results are given on another page.

An editorial comment in *The World's Carriers*, an English monthly record of the carrying trades of the World, is scarcely flattering to motor cyclists. It deals with the report of the Departmental Committee on Road Vehicles, and takes exception to the suggestion that motor cycles should have a prior claim over trade vehicles in matter of reduction of taxation. We wonder what Hongkong motor cyclists will have to say for themselves in defence of the following indictment which we quote from the article in question:—

"We cannot think of anything more iniquitous than this suggestion because we know of no vehicle on the road less desirable and of less service to the community than the motor cycle. Of all road nuisances it is the greatest, and undoubtedly the great majority of its riders are the youth of the country whose time and money could well be spent to better advantage. In the hands of these young men the motor cycle is a far noisier vehicle than any other on the road."

We understand that the Committee of the Automobile Association have now approved of an Empire Supernumerary Membership of 10s. 6d. per annum and members and prospective members are, therefore, able to effect a considerable saving. Naturally when the member arrives in England he comes under the full scale of charges.

A VETERAN ON PARADE.



Legionnaires from Curitiba, Wis., entered this old bus in the contest to determine the oldest car driven to the American Legion convention in St. Paul. With steel lamps for headlights and a Cognac barrel for a gas tank, they made the trip to the convention city under their own power.

"BALLOON" TYRES.

HOW THE NAME HAS ARISEN.

Now that balloon tyres have taken their place in the motor world and the word "balloon" as applied to tyres, has become a part of the language, it is interesting to note that the first announcement ever made of the new tyre was given to the world only fourteen months ago, and that that first announcement gave it the name that has since clung to it.

On March 10, 1923, there appeared in *Automobile Topics*, a leading publication in the motor field, an article written by S. P. Thatcher, now Technical Director of the Tyre Manufacturing Department, United States Rubber Company, which settles once for all any controversy that might arise as to how the name originated.

The article reads in part as follows:—

"In order to provide greater cushioning for passenger cars the United States Tyre Company has let it be known that cord tyres, large in section and having very thin carcasses, have been substituted for the present conventional sizes with very remarkable results in experiments now being carried on.

"The name 'balloon' tyres has already been applied to equipment of this description, recalling to some of the old-timers the early days of the bicycle, when pneumatic tyres first came into existence and were so termed, 'to' distinguish them from the solid and cushion tyres then in common use. It is made clear that much work remains to be done before 'supertires' will be available to the public. The experiments with them are divulged at this time only as a matter of general interest.

"This experiment represents an extension of the pneumatic principle in a logical direction and brings the tyre much nearer the engineer's ideal—a tyre as flexible as a soap bubble and as strong as steel."

When Mr. Thatcher applied the name "balloon" to the new type of tyre it was with no thought that the name would be permanently adopted. As a matter of fact, a much more satisfactory name have been devised, such as "low-pressure." But the name stuck and has been officially adopted by tyre manufacturers.

A pedestrian, as a Massachusetts judge ruled, is not obliged legally to jump out of the path of a motor-car, but it sounds like a good time to waive his rights.—*Wall Street Journal*.

HONGKONG'S MOTOR CYCLES.

The following list of registered motor cycles in the Colony is taken from the official police record:—

Harley Davidson	81
Indian	48
Triumph	41
A. J. S.	22
Henderson	18
Royal Enfield	14
B. S. A.	12
Douglas	10
Neracar	10
Ace	8
Cleveland	8
Matchless	6
Excelsior	5
James	5
Sunbeam	5
Jap	4
Levis	4
Reading Standard	4
Rudge	4
Scott	4
Brough Superior	3
O. K. Junior	3
Cotton	2
Norton	2
P. & M.	2
Raleigh	2
Zenith	1
Antopod	1
Bat	1
Hudson	1
New Comet	1
New Imperial	1
Sun Vitesse	1

SPEEDING UP TRAFFIC.

AUTHORITIES CHANGE THEIR POLICY.

Traffic authorities in America are finally coming to realize the wisdom of a singular change in their traffic laws.

That is, a change from slower to faster traffic in congested districts and during heavy traffic hours.

It is an anomaly in safety regulation, a direct departure from the practice of keeping the speed of vehicles down, the more congested the area the lower the speed.

Now, after years of study and practice, police officials and other students of traffic find that the move to avoid congestion. Instead of falling prey to the difficulty of congested traffic, they have finally decided to take the bull by the horns and cure that bugaboo itself.

The cure is the speeding of traffic laws.

LAWS "BROKEN."

Automobiles are permitted to go through safety zones, instead of around them. They may pass street cars at discrete distances, in congested districts, while the car is taking on or discharging passengers. And at some points in certain cities, automobiles are directed to pass street cars to the left.

All to speed up—rather than slow up—traffic.

Besides breaking old traffic regulations authorities are seeking more permanent means of solving the congestion problem. They are widening streets, providing more one-way streets, eliminating

bottle needs, installing the block signal system and controlling parking more thoroughly.

"GANGWAY"

The boulevard stop plan is one of the newest methods to rush drivers downtown in the morning and back home of the evening. Many cities now prohibit driving directly into a main street, and provide a fine or imprisonment unless every motorist stops before entering or crossing a street.

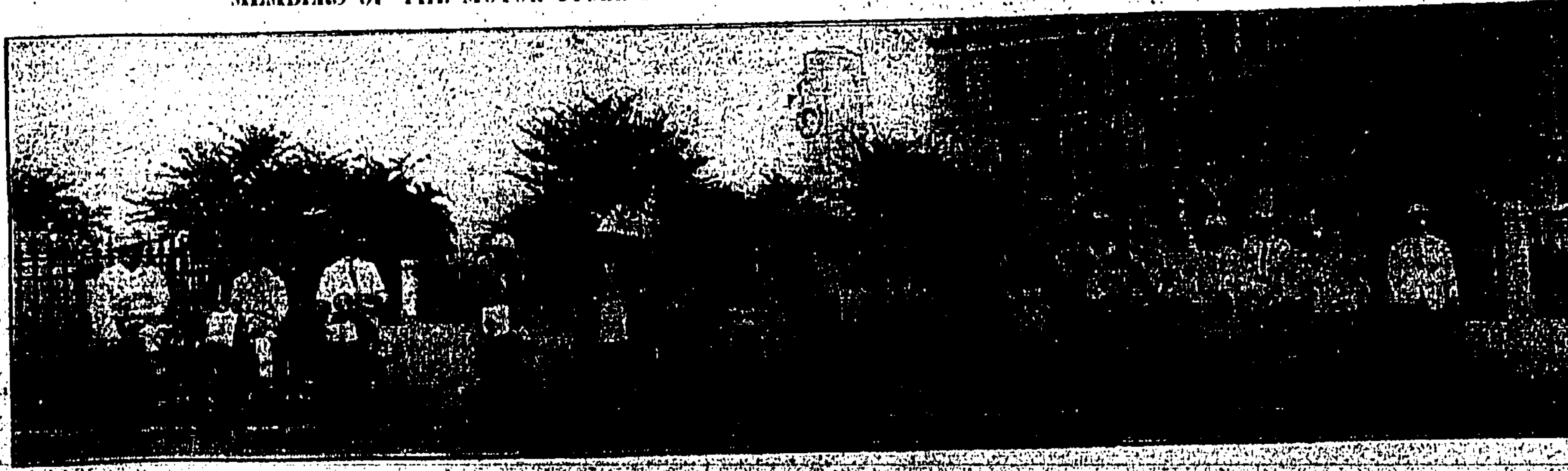
There have been cases also of arresting drivers who traffic police thought were going too slow. And there have been suggestions for additional regulations among which one would prohibit the use of congested streets by inexperienced drivers.

In New York another suggestion has been made by which no auto would be permitted downtown with less than three passengers. This would keep many auto owners from driving to business alone, or even being driven down by their chauffeurs. It would mean the use of one vehicle where two or more previously had been taken out.

IMPORTS ONLY CHASSES.

Australia imports only chasses, as the Commonwealth is well able out of its own timber resources, to manufacture all the coachwork it needs. The value of the chasses imported from Great Britain by the Commonwealth is increasing with each succeeding year. In 1921 it was £235,745; in 1922, £279,386; in 1923, £560,889, and for the first three months of the present year, £125,552, which shows a substantial increase on the corresponding periods of the two previous years.

MEMBERS OF THE MOTOR CYCLE SECTION OF THE H.K.A.A. AT LAST SATURDAY'S CONTEST.



BOSCH SPARK PLUGS:

Made in many different types and admirably adapted to the varying designs and operating conditions of motor cars and motor cycles:

r 1212 e 18 m/m for cycles.....	\$1.60
r 1614 e 1 1/2" for Fords	1.60
r 1616 e 7/8" for motor cars	1.00
r 2212 e 18 m/m for motor cars	1.60
r 2218 e 18 m/m for motor cars	1.60

BOSCH PRECISION SPANNERS:

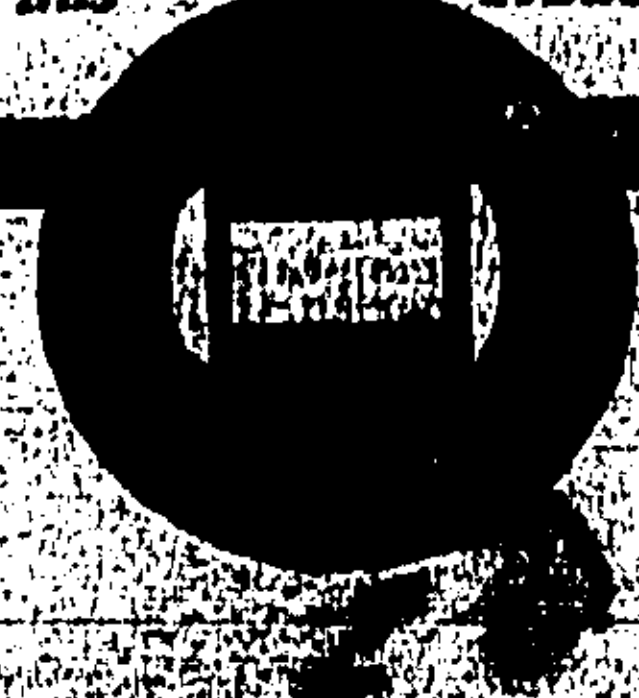
A tool required by every driver and mechanic. Jaws opened and adjusted with one hand. Lock nut fixes position of jaws. Positive stop prevents opening spanner too wide.

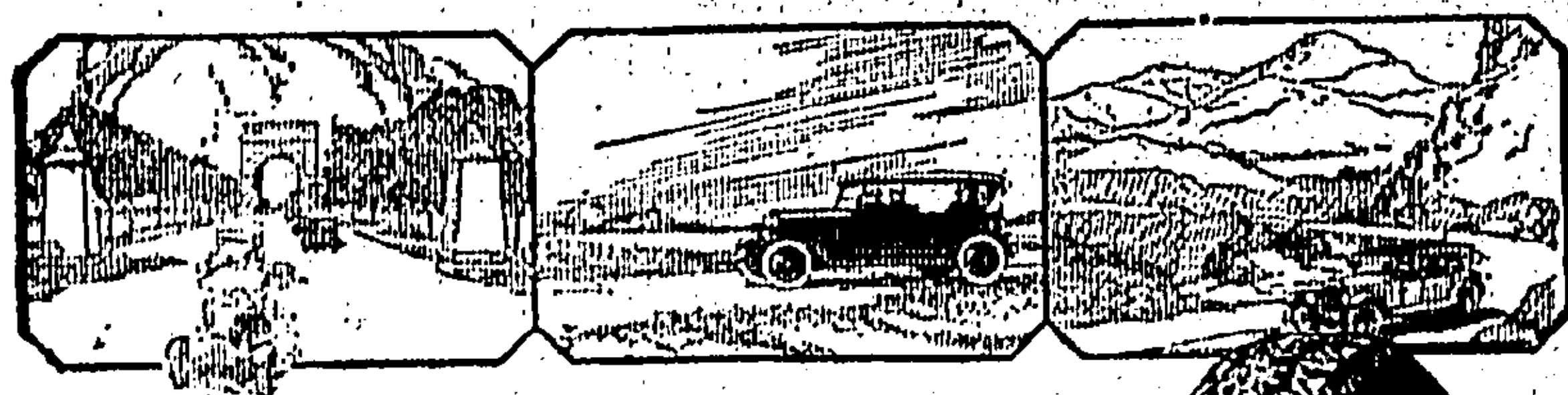
3 - inch	\$1.30
5 - 1/2 inch	\$2.10
Platinum Points (B) For Motor Cycles:	
Short	\$5.00
Long	\$5.00
Platinum Points (Z) For Motor Cars:	
Short	\$3.50
Long	\$3.50

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1243 or 1247
33, Wong Nei Chung Road..... Happy Valley.

Pay close attention to the name of
ROBERT BOSCH
and this Trade Mark





Universal Service

The world over, the year round — Firestone Tires make motor car travel more secure, easy, and economical.

Whether on city street or mountain trail or along muddy, muddy highway, a motorist may safely trust to Firestone Gum-Tipped Cords.

Most miles for the money under all conditions is the record they have established everywhere. The greater volume of air protects the car, and the tread holds it true to any road.

Building facts about Firestone are interesting, let us explain them.

Most Miles Per Dollar



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33 Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.
DRAGON MOTOR LIVERY SERVICE.

C. F. PAU, PROPRIETOR.

24, Des Vaux Road, (Hongkong)..... Central 482.

THE DURO MOTOR COMPANY.

Nathan Road, (Kowloon)..... Kowloon 226.

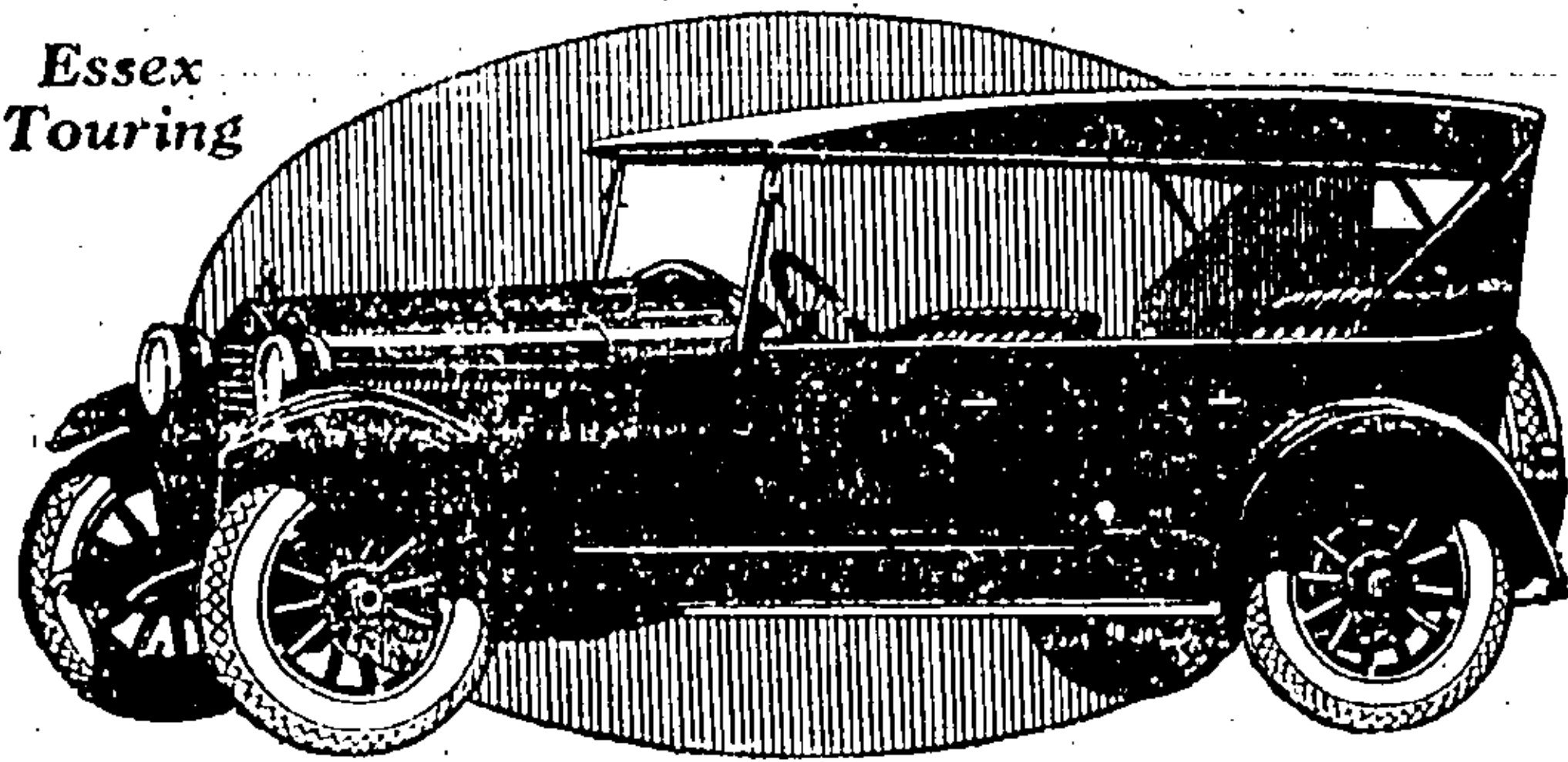
(A full range of Motor Cars and Motor Cycle Tyres & Tubes carried at each of the above addresses.)

Firestone

ESSEX—a SIX

Built by Hudson Under Hudson Patents

Essex
Touring



Genuine Balloon Tyres

Standard Equipment

The addition of balloon tires gives a final note of distinction and luxurious riding comfort to the mechanical superiority and notable performance of today's Essex.

Its advantage of price and value is more marked than ever.

Economy and performance are better. More accessible for replacements or repairs, which means less maintenance expense. Essex tires are genuine, full-sized balloons. And with lower center of gravity and unique spring arrangement they give greater safety and comfort on all roads at all speeds.

To all you know of Essex reputation is added the confidence that it is built by the Hudson Motor Car Company, on the famous Hudson patents.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

ABRASION FOR BRAKES.
 Annual consumption of abrasives for brake linings is estimated at 70,000,000 feet, of which only 15,000,000 feet are in new cars. United States holds first place in manufacture of abrasives products. Yet it produces only one per cent of the total output of raw material.

MOSTLY MINOR ILLS.
 Most of the troubles with cars are of such minor importance that the owner himself could correct them if taken in hand at once, say engineers at the Automotive Testing Laboratories in Chicago. This is said to be especially true in case of electrical trouble.

Carry a piece of tough canvas in your tool box. In an emergency it makes an excellent patch when doubled twice and caught and held by the rim.

When cleaning mud from radiator with a hose, apply the water from inside the hood, never from outside.

DRIVING ABILITY.

BY ERNEST C. GARLAND,
 TECHNICAL MANAGER
 CADILLAC MOTOR
 CAR COMPANY.

The inexperienced driver arriving for the first time in hilly regions is prone to think that "putting the car over the road" at a high speed covers all the rules for demonstrating driving ability. Good driving with due regard for engine and brakes, and conducting to long life of the car, means much more.

When a car is pulling steadily uphill, it is natural for the driver to think chiefly of the engine which is performing the hard task. As it tops the summit and begins the steep descent, it is equally natural for him to change his mental picture and think only of the brakes. So the inexperienced driver, seeing ahead of him a stretch of roadway sloping downward, usually shifts his muscular movement to this mental shift and transfers his foot from the accelerator to the brake pedal.

But, as most drivers know, and as those who do not know should learn, this is not always good driving, nor safe driving. Stopping a car on a ten per cent down-grade at a given speed is, of course, a greater load upon brakes than stopping on a level at the same speed. Yet, in cars with adequate braking systems, properly adjusted, it is not merely a question of being able to stop. We are talking about good driving, about using our transportation unit with due regard to long life and economical maintenance.

What, then, is wrong in the practice of controlling speed on a steep down-grade with brakes only?

If one had on his farm or at his summer home a fifty-foot waterfall over which 4000 pounds of water passed every minute, the amount of water-power would certainly justify an attempt to use it. Now, an automobile descending a ten per cent grade at 20 miles per hour, drops 176 feet every minute. In doing so, one of the weight of a Cadillac car, for example, develops over three times as much power as our imaginary water fall; over 21 horse power to be exact.

What becomes of this power? A small fraction only is necessary to overcome the friction of the tires on the road and of the axle and wheel bearings. Something must absorb the remainder.

It is natural to think of the brakes for this purpose; but let us see. One would not expect on a level road to open the throttle, at the same time apply brakes to hold the car speed down to 20 miles per hour, and drive in this manner for a mile more. Such practice, which anyone would certainly call abuse, would demand no more of the brakes than using them alone to control the car while descending a long, steep grade.

What, then, is the correct method for negotiating such a grade?

Simply to supplement the brakes with the resistance offered by the engine while it is driven by the car, placing the transmission in gear. The engine is thus transformed from a producer of power to an absorber of power.

Using the motor in this way for braking purposes has become recognized by engineers as the technically correct procedure, and

the application of the practice is not limited to automobiles. On electrically-driven trains of the Chicago, Milwaukee & St. Paul railroad, for example, on down grades the motor is so used for braking. In this case it has an added advantage in that the motor becomes a dynamo, and the power absorbed is transformed into electricity and put back into the line.

In using the automobile engine for braking, it should be clear that the faster the engine is driven in relation to the speed of the car, the greater will be the resistance offered. On gradual inclines, the resistance offered by the engine when the transmission is in high gear, or direct drive, may be sufficient. On steeper grades it is best to shift into intermediate gear before beginning the descent. On very steep mountain grades, on which one should proceed slowly, it is advisable to shift even into low gear.

In using the engine to assist the brakes, it is natural to think that it will help still further to switch off the ignition. Inconsistent as the statement may seem, this should not be done. Even when the throttle is "closed," enough fuel is admitted to the cylinders to drive the engine at a speed of about 300 revolutions per minute. If this fuel is not burned, it condenses on the cylinder wall and washes off the oil by which the pistons are lubricated. At the same time, the power developed by the burning of this small amount of fuel is insignificant compared with the power absorbed. Switching off the ignition when coasting, with the car driving the engine, does not appreciably increase the resistance, and is almost sure to have injurious results, even though the throttle may be "closed."

In climbing hills, good driving, so far as the car is concerned, is wholly a matter of engine control. There is always a thrill of achievement in taking a difficult hill "in high." Sometimes this is a mark of good driving; sometimes otherwise. There is a tendency among American drivers to shift shifting gears. European drivers, who shift gears on what we would call the "lightest pretext," find it hard to understand this American attitude.

Some of the highest grade multi-cylinder engines have a great reserve power and can exert an enormous amount of it without detriment. Even in some of the lighter cars, in which there is a favorable power to weight ratio, good results are also obtained. However, in places where deep sand, mud or steep up-grades make excessive demands upon any engine driven in high gear, waiting too long, and allowing the car to lose its momentum before shifting gears may make it necessary to resort to low instead of second gear.

If drivers will learn these two lessons about driving in hilly regions, to use the engine for braking purposes but not to turn off the switch, and to sense the moment at which to shift into lower gears when climbing, they will be rewarded by better braking service with fewer brake adjustments, and longer life with better performance from the engine.

This is a question always open to discussion. But after all the battery that gives the most service for the least money is the best.

HARLEY DAVIDSON CUP RELIABILITY TRIALS.

Winner.—W. Woodward
 4 H. P. Triumph
 Figure of merit 253.6

Harley Davidson Cup.

2nd.—A. V. Curtis
 4 H. P. Harley Davidson Sports
 Figure of merit 224

3rd.—A. Brooksbanks
 2 1/2 H. P. Douglas S. C.
 Figure of merit 222.6

Medal.

		Figure of merit
1st	W. Woodward	4 H. P. Triumph —13
2nd	A. V. Curtis	4 H. P. Harley Davidson —33
3rd	A. Brooksbanks	2 1/2 H. P. Douglas S. C. —33
4th	M. E. M. under	8 H. P. R.S.A. S.C. —37
5th	H. S. P. Way	2 1/2 H. P. Co ton —40
6th	A. T. Kow	2 1/2 H. P. Cotton —47
7th	H. S. Komor	3 1/2 Indian Powerplus —57
8th	I. D. M. Ewan	3 1/2 H. P. & M. Feather —49
9th	M. E. Key	4 H. P. Triumph —57
	A. Gascon	7-6 Harley Davidson S.C. —
	(failed to complete Kowloon Run.)	
	H. W. Chanoy	4 H. P. Triumph —56.7
	A. Rumbahn	7-9 Harley Davidson —51.7
	W. S. Wopley	— B. S. A. —33.5
	O. H. T. Suen	— B. S. A. —54.3
	(Failed to complete Hongkong Run.)	

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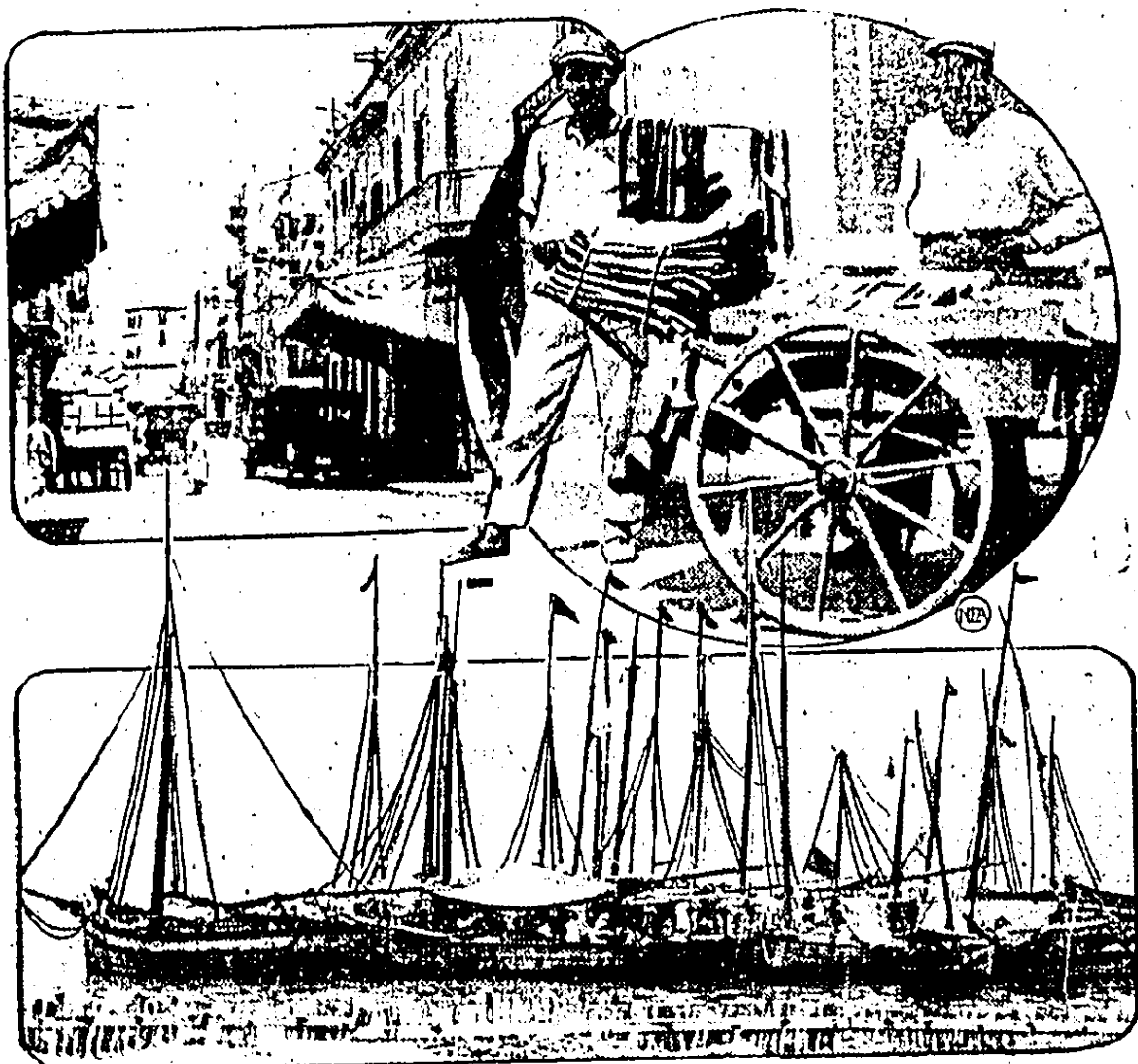
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SMUGGLING HUMANS INTO AMERICA.

Facts About a Big Organisation.



The story of Cuba's smuggled aliens in pictures. Upper left is Antmas street in Havana where headquarters of the smuggling gang is located. On the right are aliens earning their livelihood until it is in a form to be smuggled into the United States. Below are shown schooners of the type used to smuggle rum and aliens.

Thousands of those whom the United States designates as undesirable aliens, crowd the little restaurants and hotels of the poorer quarter of Havana. They are waiting their turn to penetrate the immigration barrier that has been erected around the every port in Europe and the United States. From every land whose representatives may be found in Hamburg, Marseilles, Naples, Constantinople, Danzig, Hongkong, and elsewhere. To those barred from America by the quota law, they make their appeal. For 10,000 francs they offer to put them ashore in the United States. The aliens are brought to storage to Havana. There they are put in the slums, surrounded on every side by the underworld and its rapacious hunters, who soon rob them of the few pennies that they may have left.

Many are compelled to go into the streets, peddling small articles from pushcarts, in order to make a living while waiting for their "Great Day."

The head of the organization is said to be a French-Cuban. He maintains his own police force who guard him and his haunts.

The day arrives when his agents report a "clear coast" somewhere in Florida, generally around Tampa. A dozen or so Ford's, each driven by one of his "police," draw up to the various hotels in the slums where his victims are quartered, and those who have been separated from their last cent are loaded into the cars, five or six to each. Quickly under the cover of darkness they are whisked to one of his schooners, of which he has more than a dozen engaged in the smuggling of liquor and immigrants. There they are placed on board to huddle on the deck for the run to the coast of the promised land, where they are dumped ashore at night.

Then they are smuggled in other autos to some inland town whence they are shipped to their friends, if they are so lucky as to have any. The others, less fortunate, are farmed out as peon labour, by the agents of the organization. The profit of the smuggling gang run about \$350 a head. The average number of aliens landed monthly on the American coast is 700. Many of those so landed are caught, and, penniless, are deported to their homeland, there to live or starve. But their fate does not act as a deterrent on those others who hunger for a land of peace and freedom.

last month by Lord Mostyn, who had been presented with a gold key for the occasion. During the South African's journey to Llandudno a railway mishap at Chester delayed the tourists, who completed the journey in a guard's van.

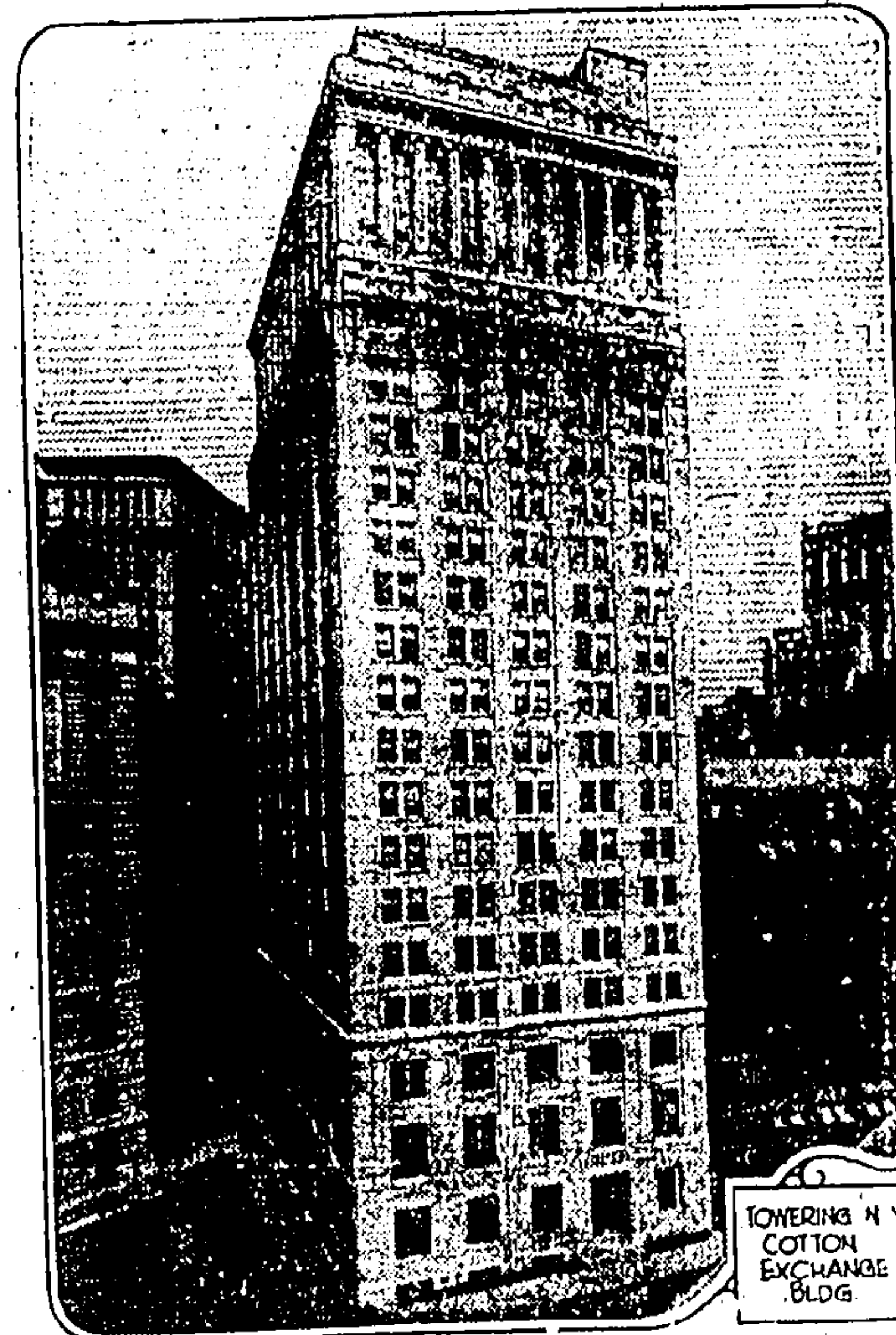
At the annual general meeting of Trinity Academicals F.P. Rugby F.C., the following were elected office-bearers for the ensuing season:—Hon. president, Rector Duncan; hon. vice-presidents, Thomas Scott and F. J. Trotter; captain, James Linton; treasurer, G. McIntyre; secretary, Alfred Harcus.

Eric Thomas, Portobello, performed up to his private swimming reputation at Dundee when he put up a new record of 61 seconds for the 100 yards Scottish junior championship, and beat the holder, Dick Chatfield, of Glasgow. The Watson's school boy is likely to beat his new record when he alters his arm action. He swims much better in salt water.

Regarding a report that he wished to return to the ring again, Joe Beckett, the ex-heavy-weight champion of Great Britain, said recently:—"When I announced that I had retired last year I did think of retiring for good, but time drags on my hands, so, with nothing to do, I thought of having another fight with anyone who came for me. However, from what I can see of the game at present, there is not much inducement for me to take it on again."

Bill Collier, the popular half back of Raith Rovers, and internationalist, has just given his signature to Sheffield Wednesday. This is the second of Raith's prominent players of two or three seasons past to sever connection with the club, Archibald having gone to Third Lanark recently. No information is forthcoming yet regarding Brown or Inglis, who are also on the open to transfer list.

NEW YORK'S BEST 1923 BUILDING. Prize Awarded to Cotton Exchange.



First prize for the best building erected in New York during the year 1923 has just been awarded to the New York Cotton Exchange building. The award is made annually by the Downtown League of New York City. Mr. Donn Barber, New York, is the architect who designed the building, the beauty of which has caused wide comment among architects and builders throughout America and Europe. The prize winning structure is beautifully faced with Indiana limestone. This stone from the hills of the Hoosier state has entered into innumerable awards this year, and recently was chosen as the building material for the new Tribune Tower in Chicago, the architectural design for which brought prizes of \$100,000.

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SPORTS PARS.

Interesting World Items

J. A. C. Bogie is the West of Scotland Harriers' new president.

Rhodes, Yorkshire, has gone in last in Test matches, and also first.

J. C. White, Somerset, is the only amateur English cricketer who has taken 100 wickets this season.

Several of the members of the South African cricket team, having a day off, saw the 6-0 triumph of their Association brethren over Wimbledon.

J. D. Sanderson (Loretto), who was a competitor in the boys golf championship, is a nephew of Councillor David Sanderson, Melrose, and the son of an old Melrose cricketer and football player.

Of the Border clubs, Peebles Rovers, Vale of Leithen, and Berwick Rangers still remain in the Scottish Qualifying competition. With the clashing of Berwick Rangers and Peebles Rovers it is possible for only two to go forward to the third round.

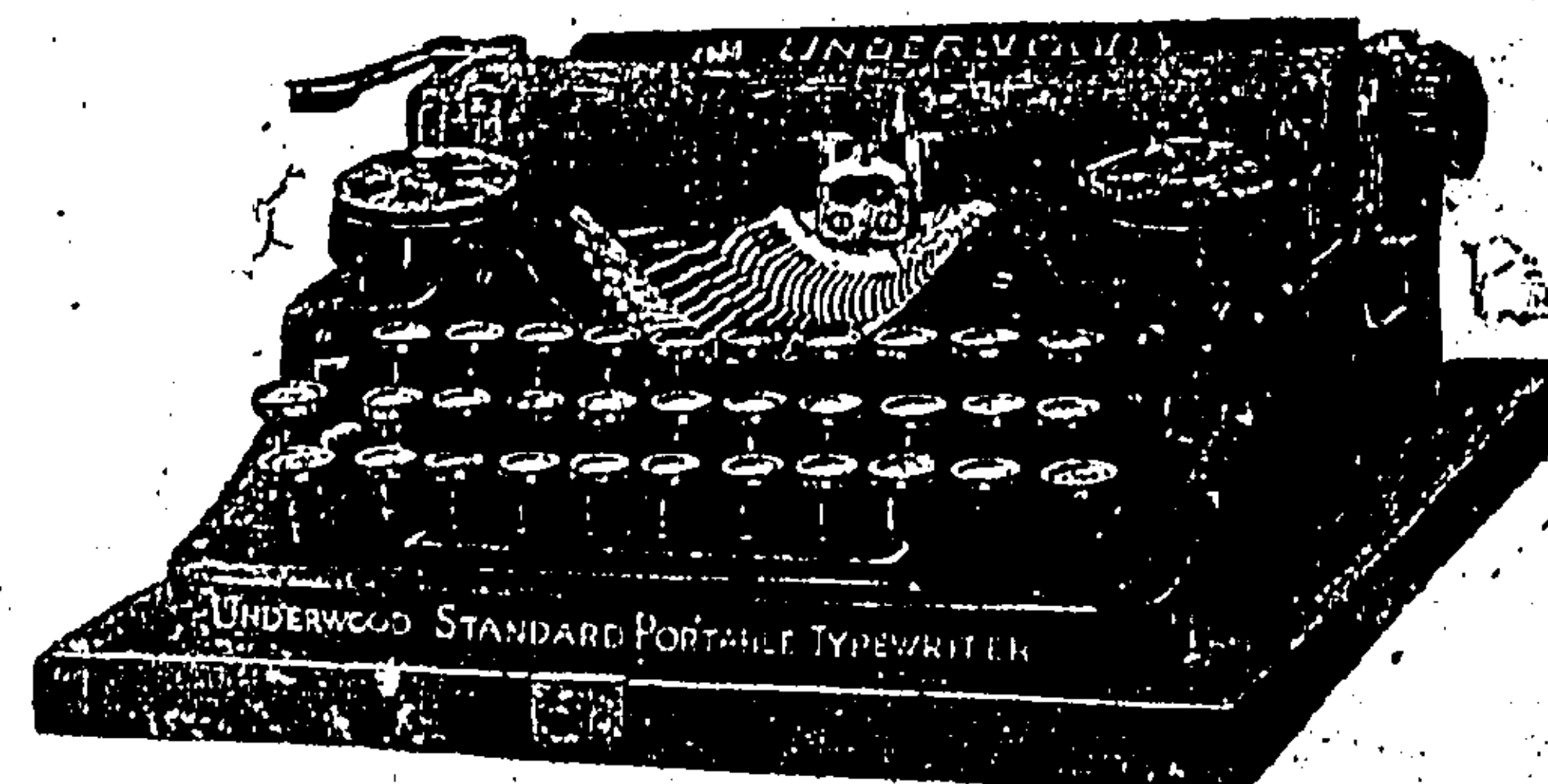
St. Johnstone's present enclosure at the Recreation Ground has outlived its usefulness, and it was rather a tight squeeze getting 12,000 people in to see the "Hibernians" match. The new ground at Dunkeld Road is expected to be ready about the New Year time.

Jimmy O'Donnell, a Stockport feather-weight boxer, whose followers are said to believe him capable of relieving George M'Kenzio of the Lonsdale belt, made an impressive first appearance at The Ring recently when he beat Walter Wright, of Huddersfield, in a fifteen round contest.

The South African cricketers were present at the opening of a new cricket pavilion at Llan-

THE UNDERWOOD PORTABLE.

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No. 1, Duddell Street.

RADIO NOTES AND NEWS.

Simple Two-Tube Set that Gets Distance.

Alleged long distance records of reception with only one tube, such as Flewelling's from Chicago to Faldon, England, may be only radio freaks, but there are two-tube circuits that actually prove consistent long distance gettars.

Such a circuit is the one to be described to-day. It is the circuit used by a fan in Havana, Cuba, who has been listening in on the high-powered broadcasting stations in America with ease, despite the heavy static prevailing most of the year in that area.

It is simply designed and easy to construct. Two honeycomb coils make the antenna inductance. The first tube is used as a stage of radio frequency amplification, and the second is the detector provided with a feedback arrangement to the antenna.

unit only. Then, instead of a 20-ohm rheostat for the detector, a 6-ohm rheostat should be substituted.

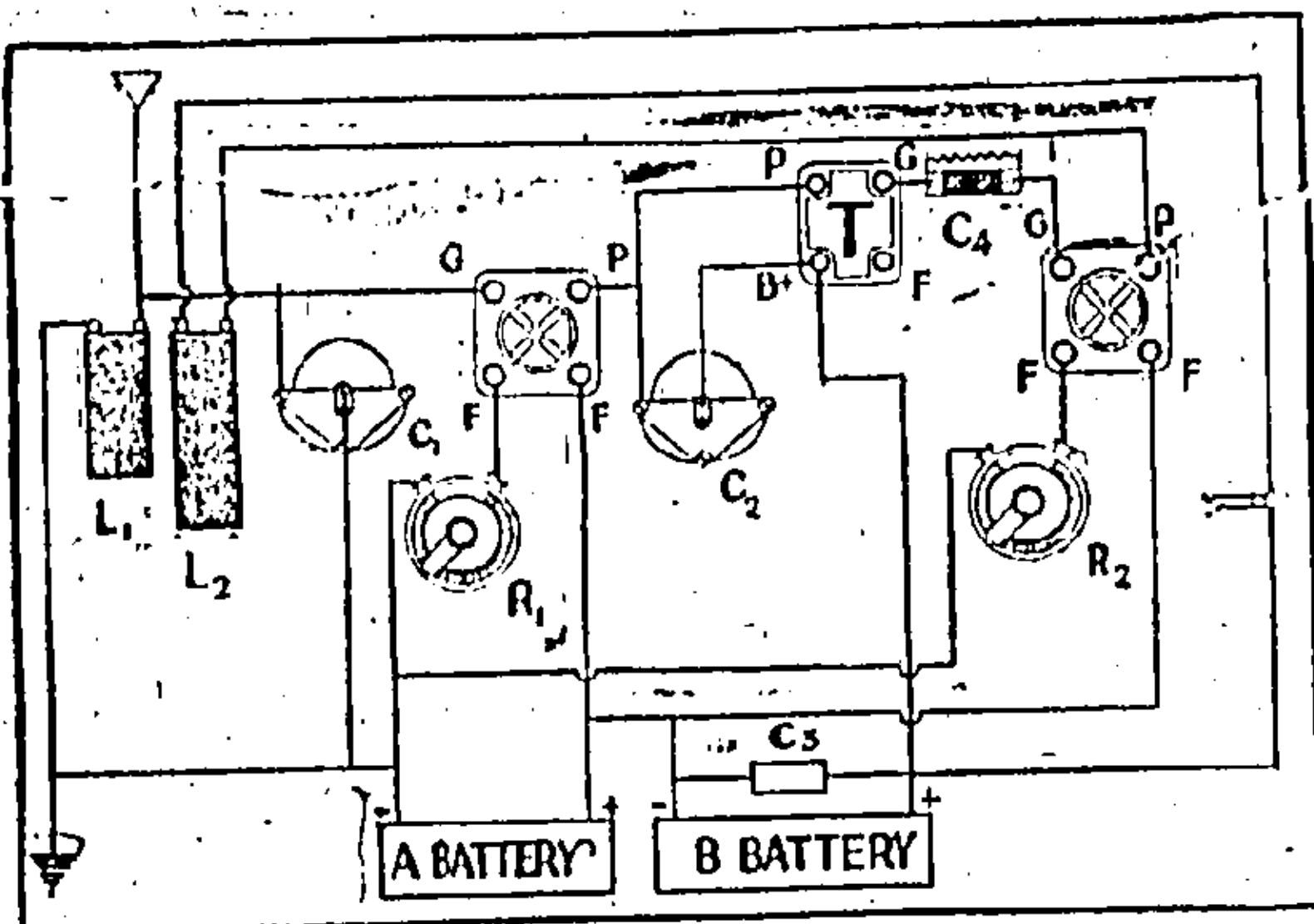
MARS TEST.

Incident to Science.

The world's mysteries gradually are being eliminated from the possibilities of radio.

And after all have been tried and tested, this new science will have finally grown out of its swaddling clothes and taken its place with the other staid sciences of the earth.

The recent Mars episode is merely an indication of the initiation stage in which the science of wireless communication must still be classed. Its limitations have not yet been mapped out. It is being given the widest possible range of



HOOK-UP DIAGRAM OF SMALL DISTANCE "GETTER."

The aerial should be about 65 feet long and about 35 feet high for best reception with the honeycomb coils provided. However, a total length of 100 feet for antenna and lead-in is the essential to remember.

The parts for this set are:

- 1. one 35-turn honeycomb coil;
- 2. one 75-turn honeycomb coil;
- 3. one 0.005 variable condenser;
- 4. one 0.0025 variable condenser;
- 5. one 20-ohm rheostat.

Two tube sockets.

- 6. one 9 to 13 plate vernier variable condenser.
- 7. one radio frequency transformer.

- 8. one .0022 mfd. by-pass condenser.
- 9. one grid leak, varying from 114 to 3 megohms, and condenser, .00025 mfd.

Bus wire for connections.

The tubes for this set are both of the UV201-A, or the C301-A type. For these the B battery has a voltage of 45 volts.

But if a 200-tube is used for the detector, proper connections would have to be made to tap the voltage off at 22½ volts for this

study, so nothing outside the knowledge of science may be overlooked.

This is why the effort to listen to Mars should not be looked upon as an absurdity. It was a serious attempt to give two sciences—radio and astronomy—a good chance to show their potentialities. That it failed merely added another link to the chain that bounds each of them.

Scientists do such "foolish" things almost every day. Ordinarily they are tried in secret, in the laboratory, where only those who understand may learn of them. The Mars experiment had to be undertaken more publicly because of its prodigious proportions.

That it seemed to have failed merely settles one mystery so far as radio is concerned.

Yet to many experimenters, the Mars test wasn't a failure, but an additional proof to establish their belief that no human habitation exists on Mars. Astronomically, to these men, the radio test was a success.

YOUNG ANNOUNCER.



Olivia Erbstein is only 10, yet she is on the air almost every night, telling bed-time stories through the microphone at WTAS, Elgin, Ill. The station is owned by her father, Charles E. Erbstein, famous Chicago lawyer, and it is named "Villa Olivia," after the girl. Olivia also acts as an announcer at times.

With the Mars question practically settled radio must show its possibilities in other scientific directions. In some persons' minds there is the obsession that this science has much to do with the peculiar weather we have had this year.

It's absurd, say others. Yet to the real scientist, nothing unproved is absurd. And so the weather changes and their relation to radio may be the subject of sincere study.

The bowels of the earth furnish another mystery for us to unravel. Radio is being commandeered to do its part towards fathoming it.

Some progress has already been made in this direction. Instruments have been designed, and are already in use, that actually discover minerals and other substances underground. Their range isn't far, but development of the designs may increase their possibilities until regions heretofore untouched by man may be revealed.

This isn't absurd. It is highly possible.

Radio may help solve its own mysteries, too, and there are many of those. What it is, how it operates, its possibilities and promises, are still to be revealed to us.

We shall know most of these answers only after scientists have established their certainty. It is a better way, for ridicule is no help to a new science.

BRITISH AMATEURS.

Protest Against Restrictions.

Amateurs of Great Britain are beginning an organized protest

against the limitations of the Government against amateur transmission.

The specific limitation to which they object is the ruling that amateur messages shall be transmitted only to stations in the British Isles that are actually taking part in the experiments conducted by the amateur transmitting.

The result is such strict enforcement has been placed on this provision, that amateurs find themselves unable to try long distance transmission on the low wavelengths accorded them. Trans-Atlantic transmission is practically out of the question, and exchange of messages even with French and other European operators is outside of their bounds.

Feeling has begun to run so high that there is serious talk of a concerted campaign which may bring about revocation of the objectionable ruling.

SIGNALS COME AND GO.

Transmitter and Five Receivers on Same Aerial.

Washington: Five receiving sets and a transmitter have been worked successfully at the same time on board the same ship!

This remarkable achievement was accomplished recently in tests conducted on a U. S. battleship off the coast of Virginia. At this time communication was established with stations in San Francisco and San Diego, Calif., with the ship's transmitter and five receiving sets working at the same time.

Different wavelengths were used in transmission and in each from of reception, although the aerial did duty for both sending and receiving.

The instrument that made this achievement possible was a specially constructed electron tube transmitter of 10-kilowatt power, which emits a pure wave, and a recent invention that makes multiple reception possible on the same antenna.

BANKERS MAY HELP RADIO.

Financier Sees Utility in Future.

New York: European and American financiers are being attracted by radio.

More than a dozen bankers from this country and across the sea were expected to attend the first Radio World's Fair held in New York September 22 to 28, and from this visit begin establishing the new science on a permanent business basis.

According to one of these bankers, in this city, radio will soon be considered one of the most important public service utilities of all countries.

"I fully expect to see several of our biggest railroad, steamship, electric, coal and oil magnates take an active interest in the development of radio in all its branches during the coming year," he says.

"I am firmly convinced that radio will, in the very near future, furnish cheaper light, heat and power as well as be the means of trans-oceanic communication at a cost even lower than our present rate of postage."

Radio investors and manufacturers, who are now handicapped in their work due to lack of capital, expect considerable financial help following the world's fair.

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HONGKONG & HOTEL BUILDINGS

PEDDER STREET.

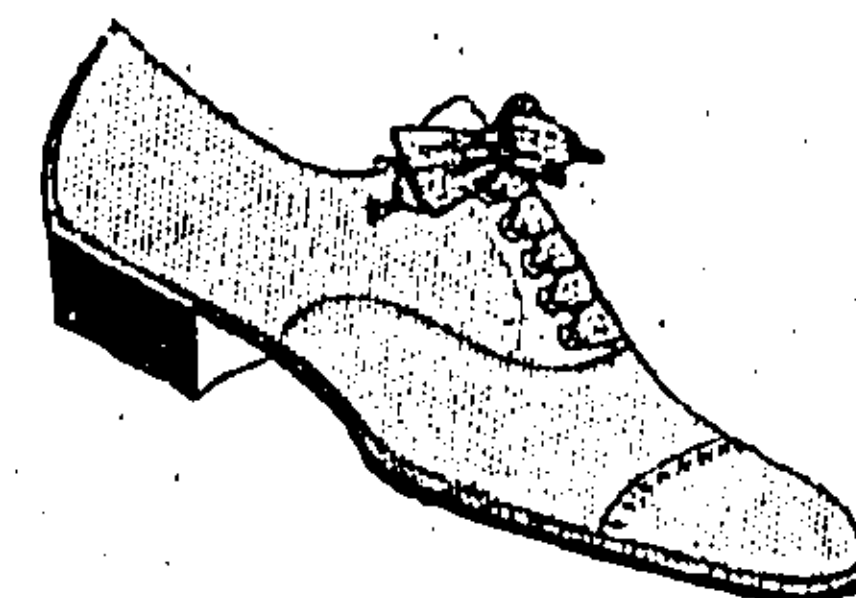
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Style S 3854.

A Smart Box Calf Oxford Shoe with flexible welted soles and a neatly punched cap, in 1/4 sizes.

Price.....\$18.50

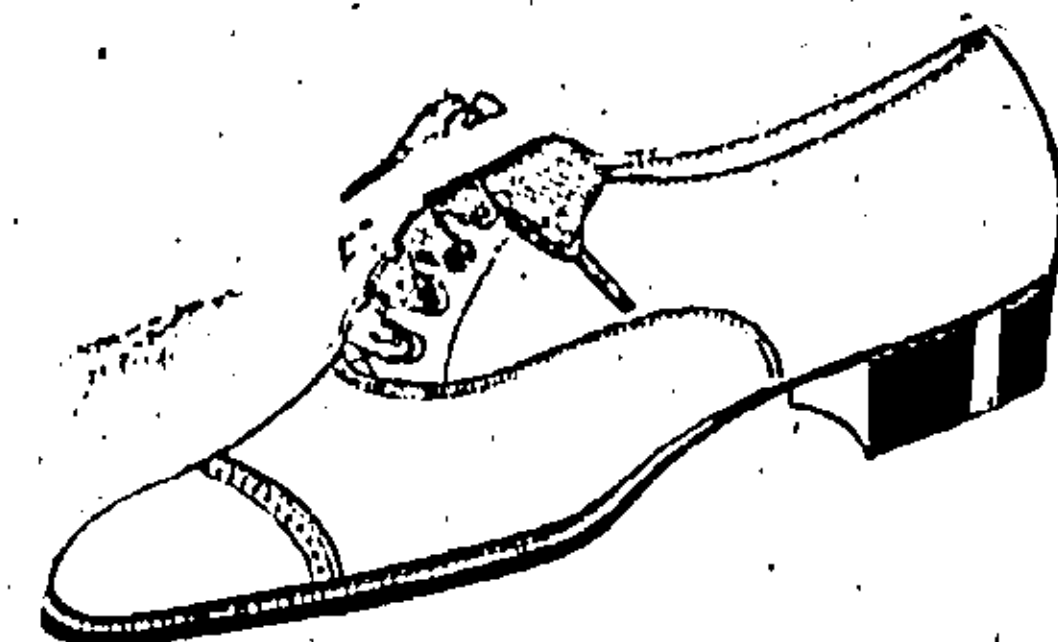


Black and Brown Calf and Glace Kid Boots in a variety of styles and fittings for every conceivable occasion.

Price from.....\$18.50

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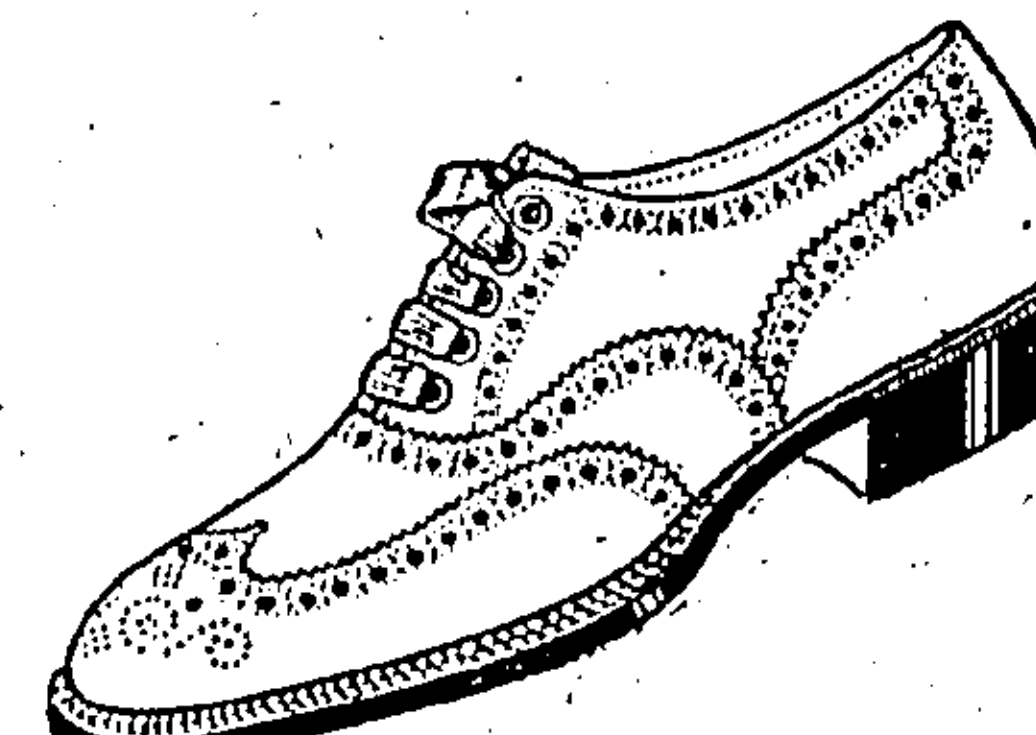
Style S 4432.

A superior Glace Kid Oxford Shoe, leather lined quarters, and light flexible soles, welted on the hand-sewn principle, in 1/4 sizes.

Price.....\$18.50

Style S 5083. Similar Shoe in Willow Calf, smart toe.
Price.....\$18.50

S 3857 A. Similar Shoe in Willow Calf, full toe, stouter sole.
Price.....\$21.50



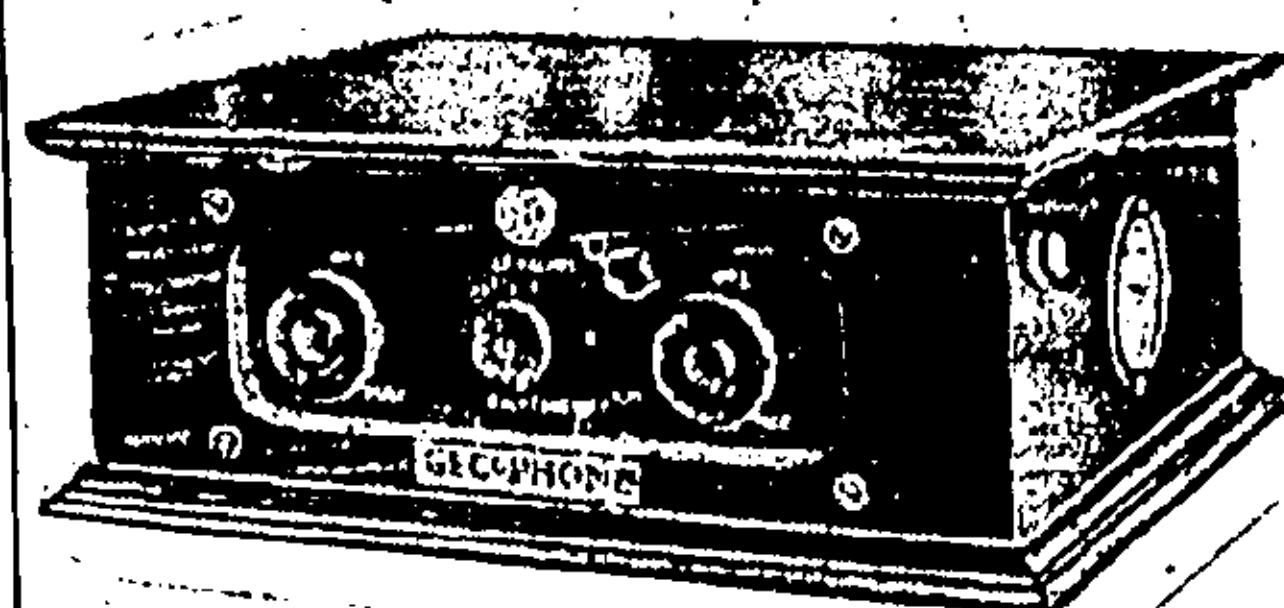
Full Brogue Shoe in the finest quality Brown Willow Calf, uppers well cut giving good fit at ankle, in 1/4 sizes.
Price.....\$22.50

Style S 5084. Similar Shoe with narrow toe and lighter sole.
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S 3850. Similar Shoe with crepe rubber sole.
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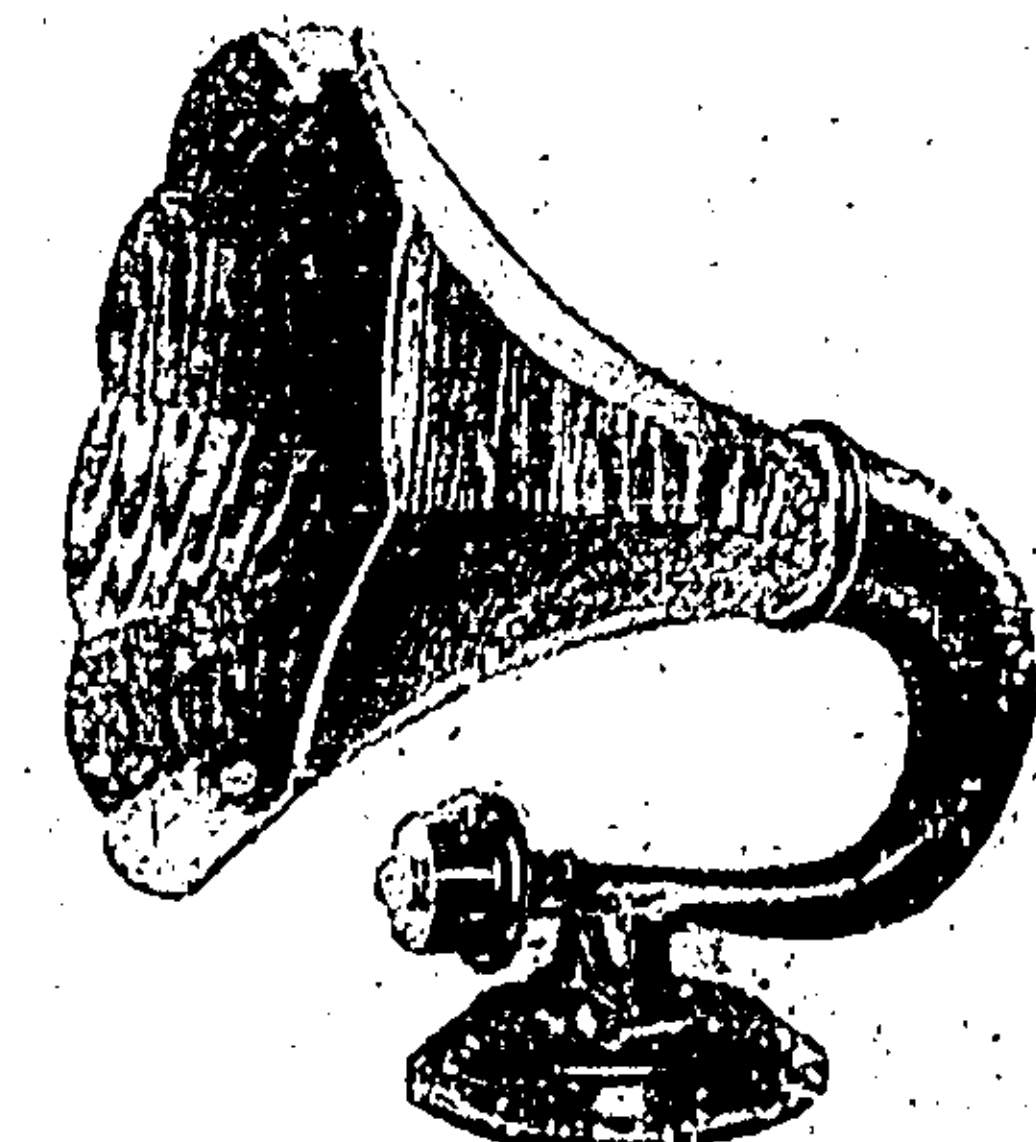
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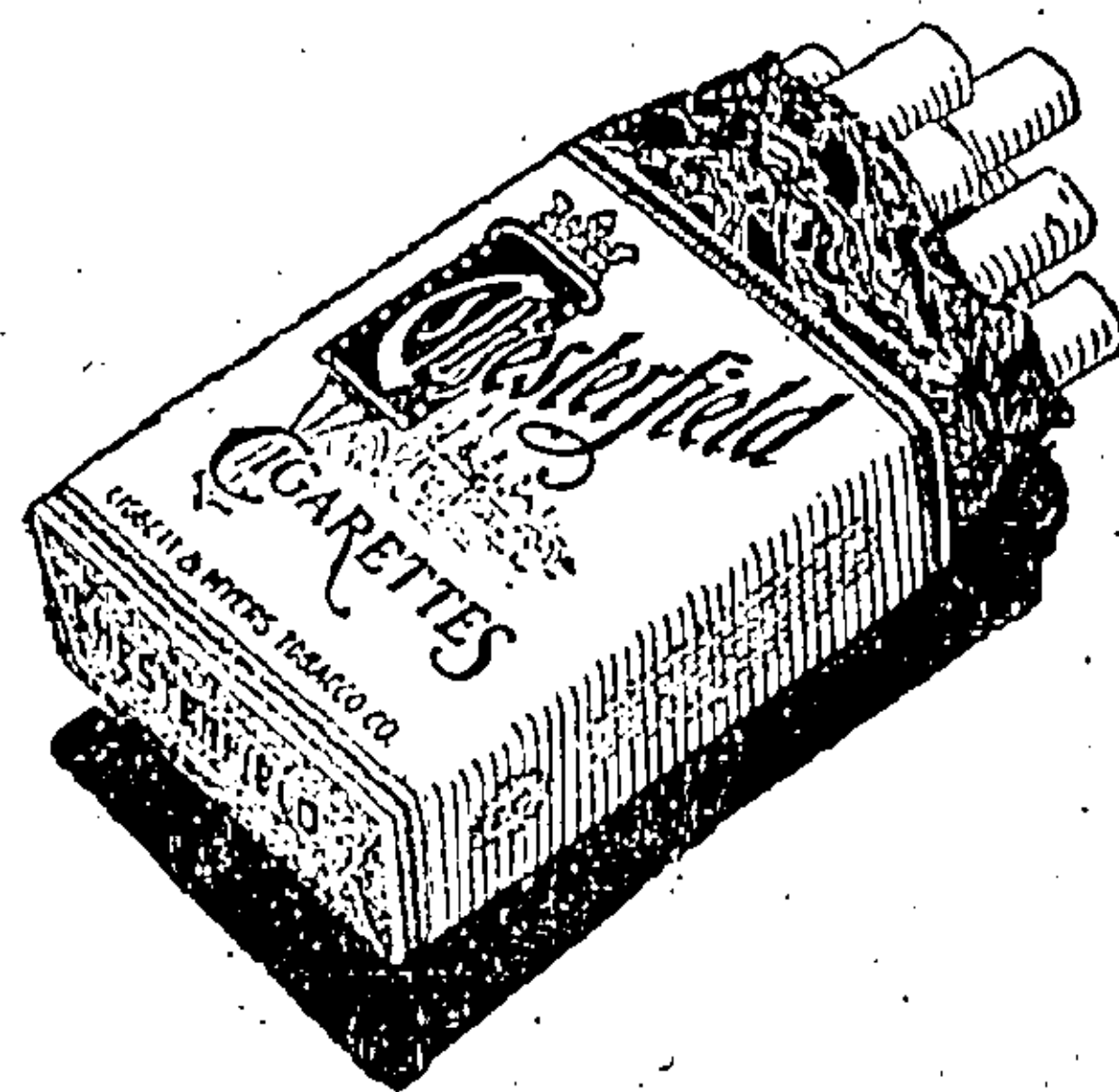
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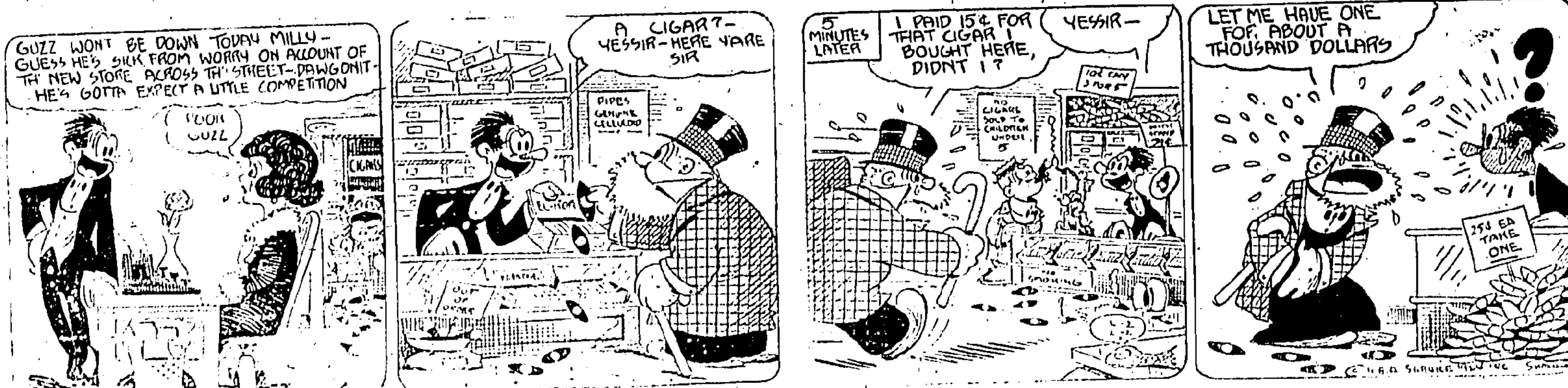
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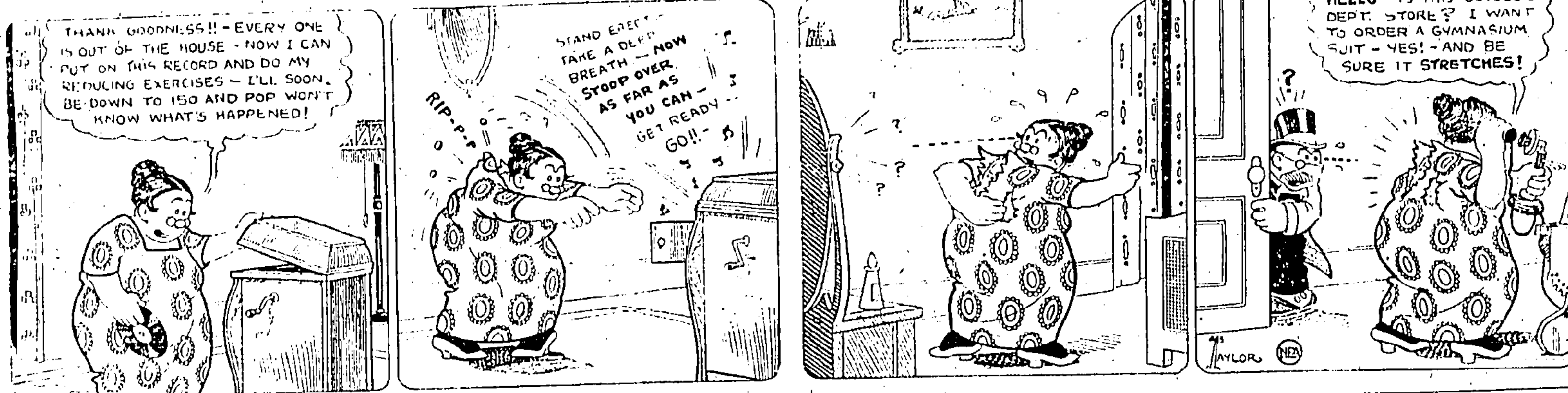
Weight In Case 5 3/4 Lbs. Minimum Weight Maximum Service.

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MOM'N POP

Accidents Will Happen

By Taylor.



FUNNY STORIES.

1st Skeet: Watcha hangin' round this bath house for?
2nd Skeet: There's a fellow comin' out soon in an abbreviated bathing suit, an' he tried to slap me last night!

Salesman: "Madam, you will sink nearly out of sight in the luxurious cushions in this new car."
Lady (decisively): "No; when I ride in a new car I want to be plainly visible."

The Dean of Chester is responsible for the following story, which illustrates the advantages of compression in speech. A little friend of his had been asked to tell the story of Elisha, and her reply was: "Elisha had a bear and the children mocked him, and he said: 'If you mock me I will set my bear on you, and he did, and it did.'"

An old gentleman was recently travelling by rail, and opposite him sat a youth, with remarkably long legs, which he was very particular about digging into the other person's knees.

On the arrival of the train at a big station the long-legged youth observed to his neighbour:

"I think I shall get out and stretch my legs a little."

"For goodness sake, mon, dinna do that!" said the old gentleman, "for I'm sure they're over long by a great deal already."

D'Auber: "This is the landscape I wanted you to suggest a title for."

Crittook: "H'm! rather impressionistic. Why not call it 'Home'?"

"Home?" Why?"

"Because there's no place like it."

A superior kind of lady inquired in a chemist's the price of brimstone. Upon being informed, she replied that she knew where she could get it cheaper.

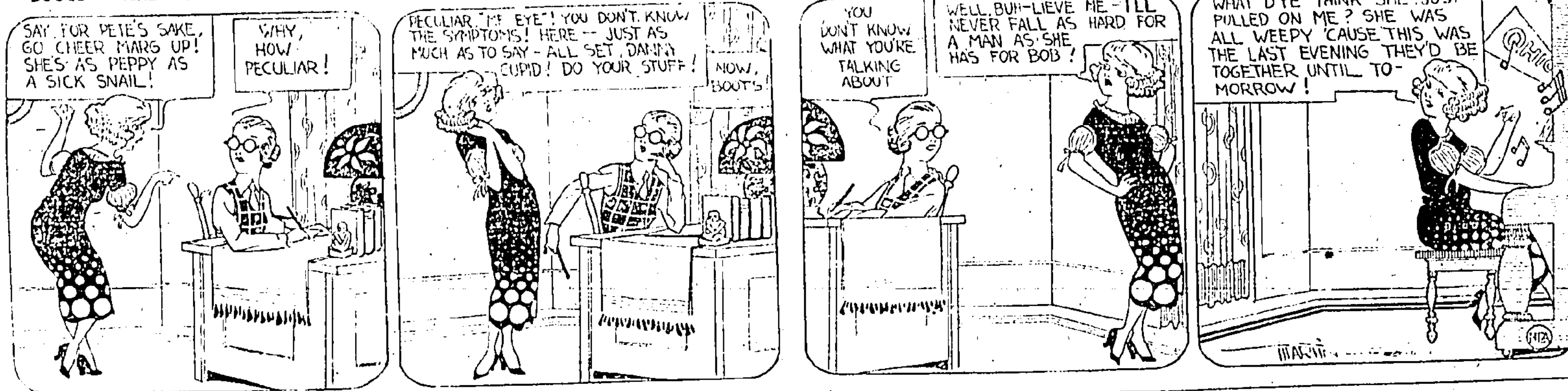
"If it's cheapness you want," replied the assistant, "and I wasn't afraid of getting sacked, I could jolly soon tell you where you could get it for nothing."

Salesman: "Do you want the cigars mild or strong, madam?"
The Lady Customer: "Give me the strongest you have. The last ones my husband had broke in his pocket."

BOOTS AND HER BUDDIES

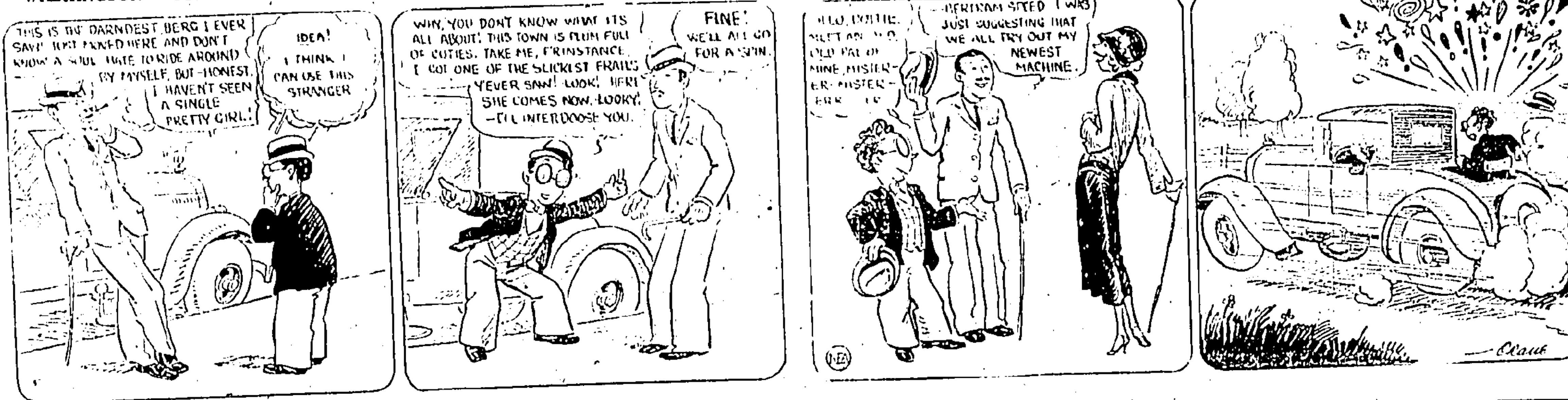
Wanted—More Evenings

By Martin



WASHINGTON TUBBS II

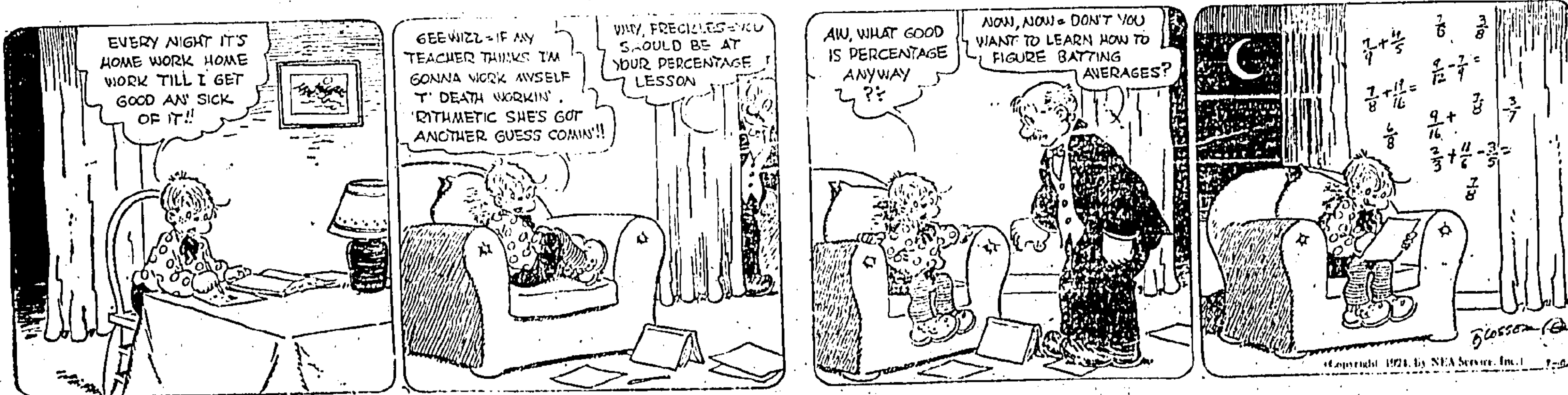
By Crane



FRECKLES AND HIS FRIENDS

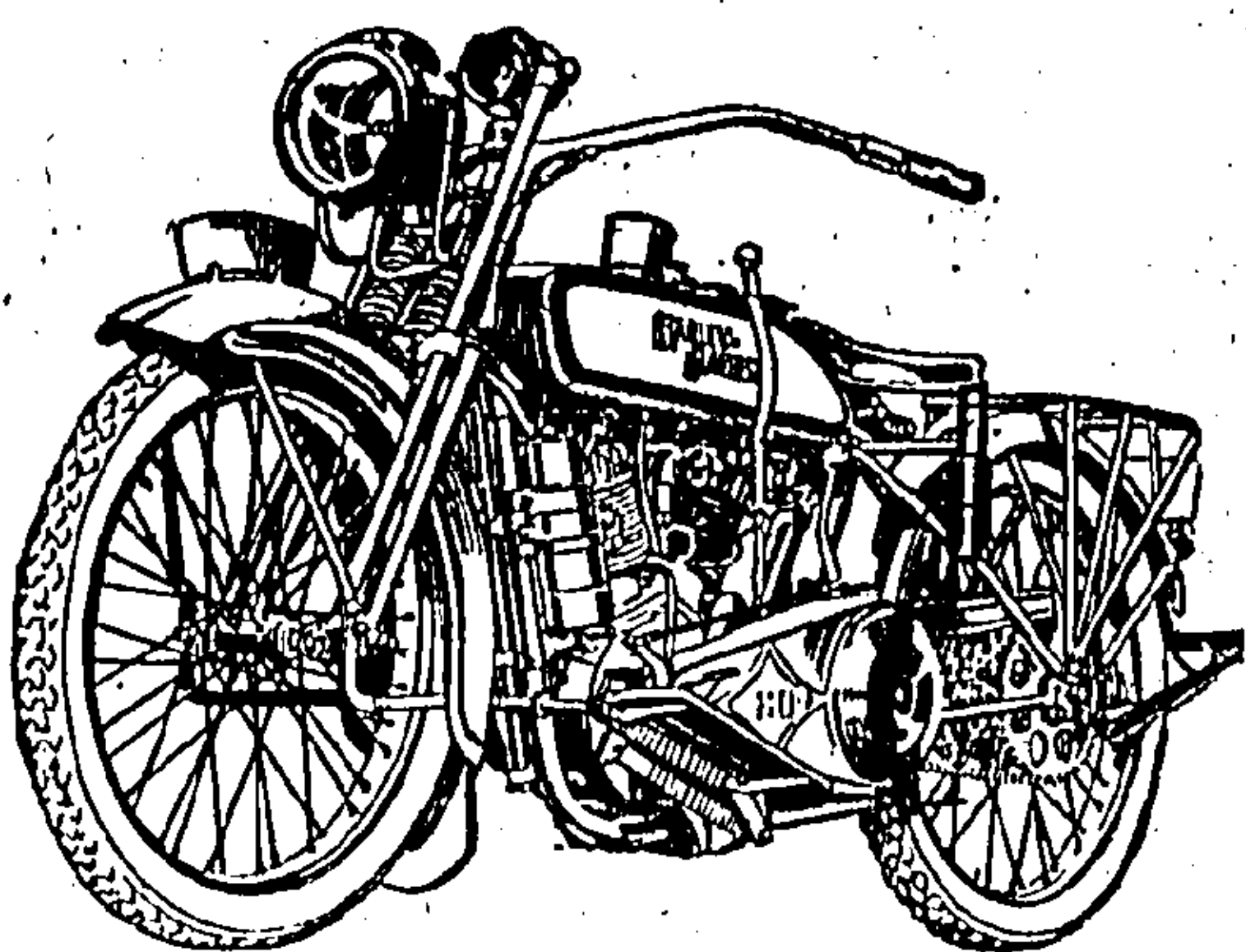
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HARLEY DAVIDSON



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Sole Agents, Tel. C. 781.

THE FAMOUS B.S.A.

B.S.A. MOTOR CYCLES, generally admitted to be the finest value-for-money machines now on the market, have met with a greater demand than ever this season.

The range has been extended, detail improvements have been incorporated on all models, and the B.S.A. reputation for service and reliability has been greatly enhanced by the results of reliability trials, and the experience of thousands of private owners, during the past season in the British Isles, on the Continent, and in every part of the world where motor cycling is in vogue.

We shall be pleased to show you models of these famous machines.

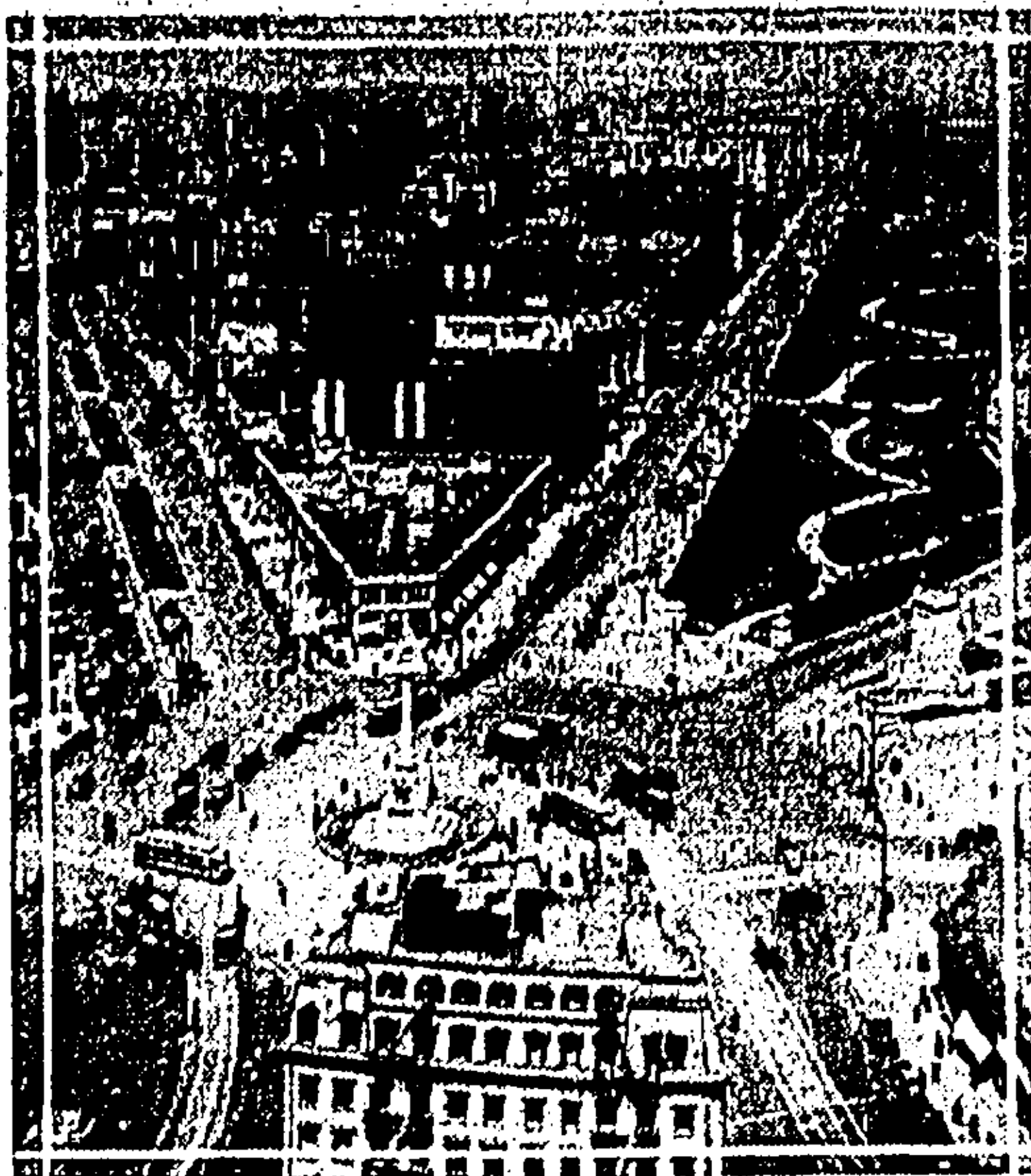
Prices from \$475.00

Take the lift to the 4th. floor.

SINCERE'S

Sole Agents for the famous B.S.A. Cycles.

A TRAFFIC PROBLEM.



New York police maintain that the nation's worst traffic tangle is at Columbus Circle, New York, where seven busy streets meet. Street cars, pedestrians and thousands of automobiles would be in a constant tangle, were it not for a force of traffic police forever kept at the corner.

HONGKONG MOTOR CYCLISTS.

FORTHCOMING DINNER.

The Committee of the motor cycle section of the H. K. A. A. propose holding a dinner at the Hongkong Hotel at which the Harley Davidson Cup will be presented to the winner of the recent speed judging contest. The function will also serve as an opportunity to place before members suggestions for future trials and competitions.

As we pointed out last week, the large number of motor cyclists in Hongkong should be able to organize successfully many instructive and entertaining competitions, but the committee must be given wholehearted support.

Members who wish to be present at the dinner (which will be held in about two weeks time) should send their names immediately to Mr. J. Smith, c/o the Kowloon-Canton Railway. Every member may invite one friend.

SHALE OIL IN SWEDEN.

Sweden's deposits of bituminous shale promises a supply of 245,000,000 tons of fuel oil to its motorists. Extraction already has begun for domestic consumption, since Sweden is entirely dependent on other imports for her coal and petroleum.

TOLL OF RAILWAY CROSSINGS.

ILLUMINATING FIGURES FROM U.S.

The careful crossing campaign was inaugurated three years ago by the American Railway Association. In 1919, when the necessity for concentrated action against grade crossing accidents finally became apparent and was acted on accordingly, there were 1232 fatalities of this nature, or 12.54 per cent. of all automobile fatalities. The number was reduced one per cent each year until 1923, when the number was almost 11 per cent. of all automobile fatalities, an increase of two per cent. over the year previous.

The following statistics are of interest.

Year	Total auto fatalities at grade crossings	Auto fatalities grade crossings
1917	9,184	1,083
1918	9,672	1,131
1919	9,827	1,232
1920	11,354	1,273
1921	12,500	1,262
1922	14,000	1,359
1923	16,000	1,759

The task of prevention was considered an educational one. A plan was proposed to call attention to crossing accidents by means of posters, literature and addresses. Practically all the Class 1 railroads in the United States entered vigorously into the spirit of the work, and, as a result, in the summer of 1922 more than 1,000,000 posters were printed by the railroads and displayed.

Several million stickers, miniatures of the posters, were used, thousands of lantern slides were exhibited in motion picture houses, and, in railroad towns and cities, careful crossing clubs, pledged to careful crossing, were organized.

Last year the railroads again prosecuted their activities in a similar manner. The 1924 careful crossing poster of the American Railway Association was selected from nearly 5000 posters which were submitted by artists in all parts of the country.

This year's poster will be displayed freely. The sticker will be employed again and speakers will be suggested for meetings of Rotary, Lion, Kiwanis and similar clubs. Monthly meetings of railroad employees will be held and owners of commercial cars will be asked to pledge their support of the campaign.

The universality of the motor is strikingly apparent. The need of uniform and applicable laws of conduct at crossings is more than desirable.

EYES MEAN EVERYTHING.

A driver of a car should always keep his eyes straight ahead when driving forward, and look back when in reverse. He should be on the constant lookout for traffic coming from side streets, which may block his path. When making a turn, his eyes should be kept on the course the car will follow.

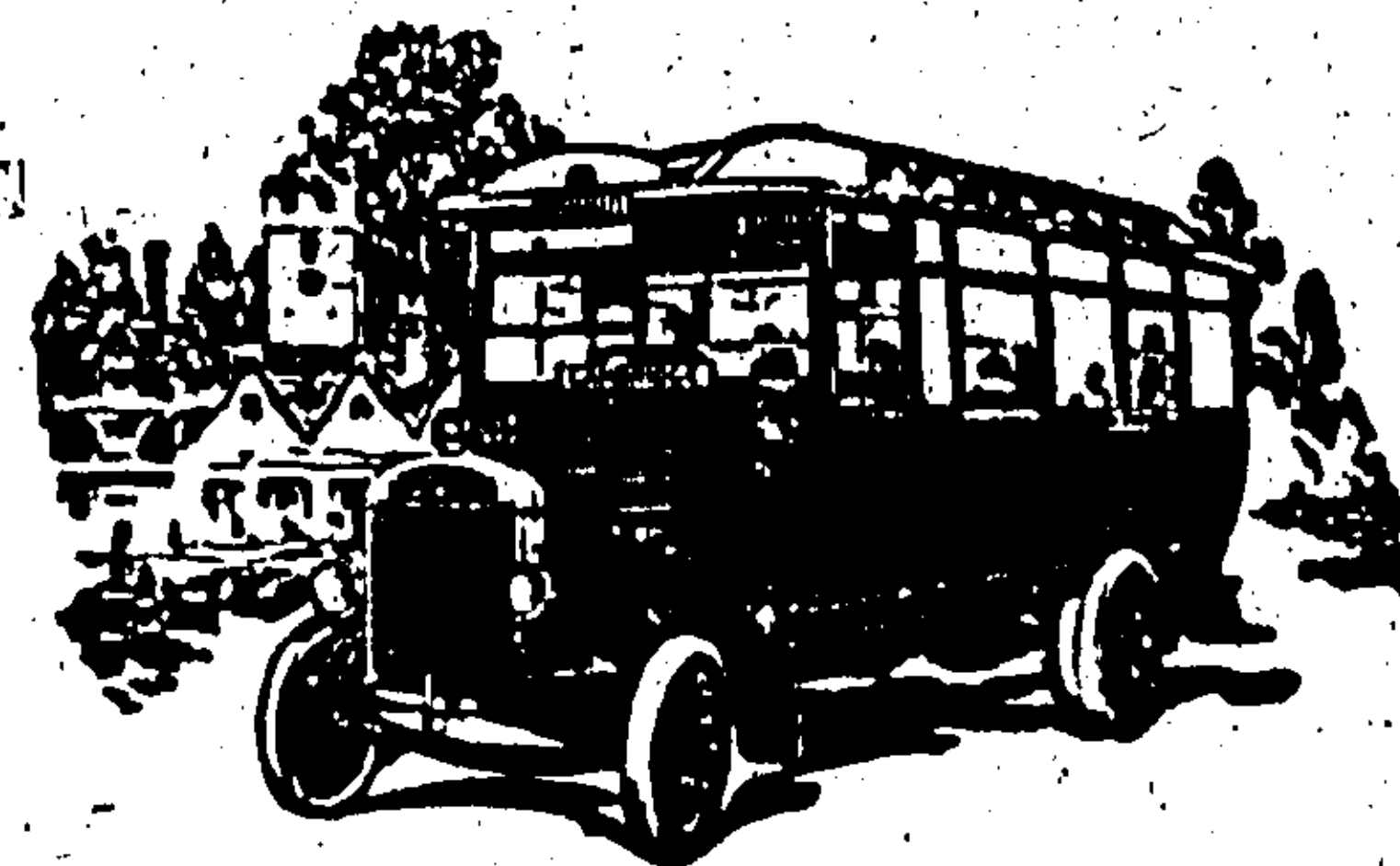
THORNYCROFT

COMMERCIAL VEHICLES
BUILT ENTIRELY OF BRITISH PARTS BY BRITISH LABOUR

A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise

THORNYCROFT

BEST
BRITISH
MOTOR
VEHICLES



THORNYCROFT

NOT
FOREIGN PART
ASSEMBLED
IN ENGLAND,
BUT ENTIRELY
BRITISH!

SERVICE and ECONOMY
SPARE PARTS IN STOCK

Trust a Thornycroft with your Transport.

Specifications and Prices

HONGKONG HOTEL GARAGE

IF NOT A THORNYCROFT—BUY AN ENTIRELY BRITISH LORRY.

C.4758—Car Hire Service For Hongkong. C.4759—For Motor Showroom
THE HONGKONG & SHANGHAI HOTELS LTD.

ONE OF THE WORLD'S GREATEST SALESROOMS

The salesroom of the New York Branch of the Buick Motor Company at 55th Street and Broadway, New York, sells and delivers more cars and more dollars worth of automobiles than any other salesroom in the world. And its sales are increasing all the time.

This Buick Branch delivered, during 1923, 24,565 new Buicks, representing a cash value of \$39,591,918. In 1924, it is expected that about 30,000 cars will be delivered, a business of over \$50,000,000. For if any of the great New York department stores will do as great a volume of business.

From August 1, 1923, to May 16, 1924, deliveries of this Branch amounted to 20,139 Buicks as compared with 16,295, deliveries for the same period the preceding year. This represents an increase of 3,844 cars, or a 23-1/2% gain. Sales of this Branch for the first two weeks of May 1924, were 1,231 Buicks as compared with 945 sold in the same period last year. This is an increase of over 30%. It is no wonder that a record breaking volume of business is expected for the new season.

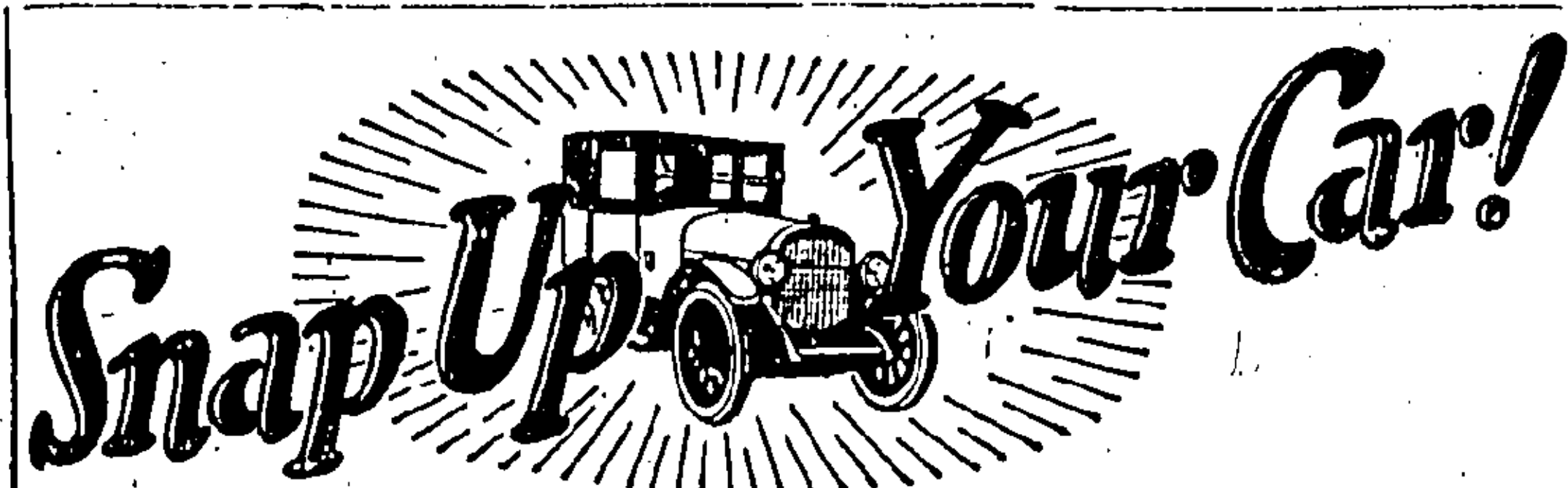
Because the value of Buick output has each year been greater than that of any other exhibitor, Buick has held first place in every National Automobile Show in the United States during the last six years. In 1923, Buick sold 218,516 motor cars, representing a value of \$302,752,950 not including war tax or freight. In the New York district alone, 12-5/10% of the 88,026 new cars sold in 1923 were Buicks.

SOLE AGENTS:

HONGKONG & KOWLOON TAXICAB CO., LTD.

26, Queen's Road Central.

Telephone No. Central 1038.



IF YOU want YOUR CAR

to look right and act right, remember that we are Auto Doctors and have built up our business success on the foundation of service.

Remember:—The best of cars need repairs at times. As reputable service men, we won't try to make you feel that of all makes of cars yours is the worst, or that you have a peculiarly wretched car.

Honesty is important as well as service. You get both from us.

"Our Service at Your Service."

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 1246 or 1247.....A. J. Allison, Service Manager.

In planning your PICNICS or joy rides, don't forget K. 226.

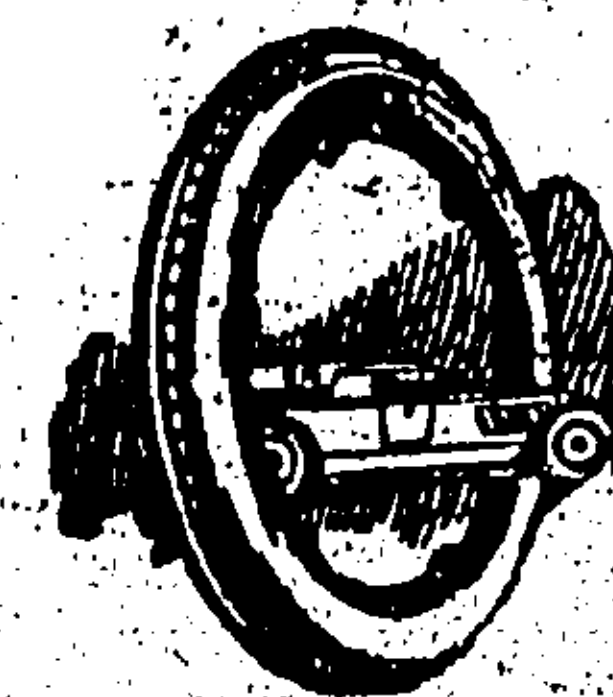
Our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS
FOR HIRE



STORAGE

BODY NOISES.

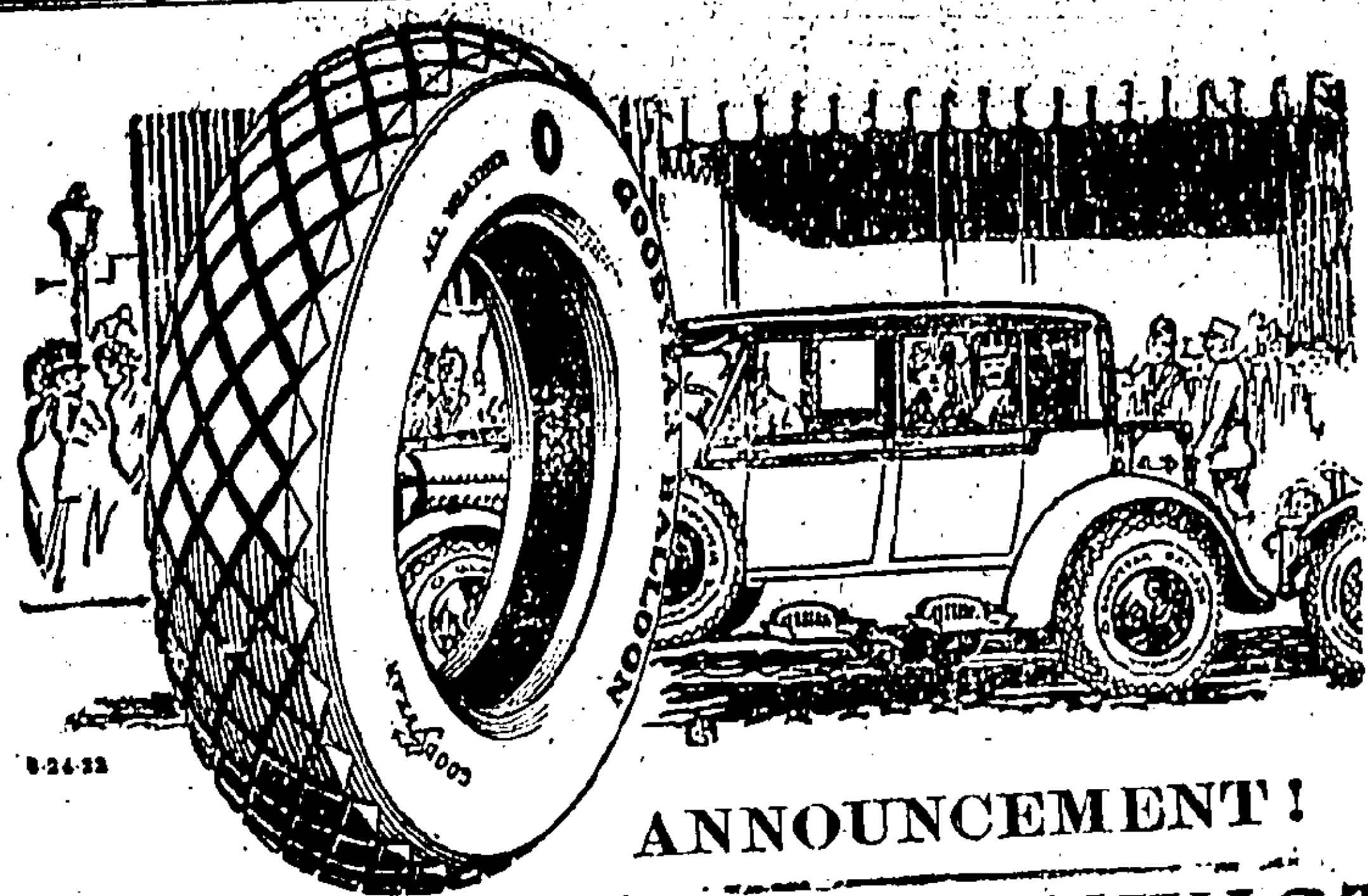
A body resting on the frame unevenly will in most instances cause a cracking sound. By placing strips of leather between the body and frame it often overcomes this noise.

BUMPS ON TAXIS.

Chicago is considering passage of an ordinance compelling the attachment of bumpers on all taxis. This followed a recent accident in which a child was killed by a taxi.

Graphite and oil, rubbed on exposed metal surfaces, will keep them from rusting.

Of nearly 800,000 motorcycles in the world, there are only 200,000 in America.



ANNOUNCEMENT! GOODYEAR SUPERTWIST BALLOON TYRES

Now! Balloon Tyres of super-quality.
Goodyear—built of Supertwist.
Supertwist—is the new and highly elastic cord material, perfected by Goodyear especially for balloon tyres.

It makes the balloon tyre practical, for it has the ability to withstand the continuous flexing required of balloon tyres, and victoriously resist severe road-shocks.

This remarkable new cord material with 50 per cent. greater elasticity than any material ever used before, practically doubles the tyre life.

Supertwist—is used only by Goodyear. It is built into Goodyear Balloon Tyres of both types—to fit new small diameter wheels—and to fit nearly all the cars now in use without change.

GOODYEAR MEANS GOOD WEAR

GOODYEAR

BALLOON TYRES

MADE IN CANADA

DISTRIBUTORS
ALEX ROSS & COMPANY, (CHINA) LIMITED.
BANK OF CHINA BUILDING. HONGKONG.

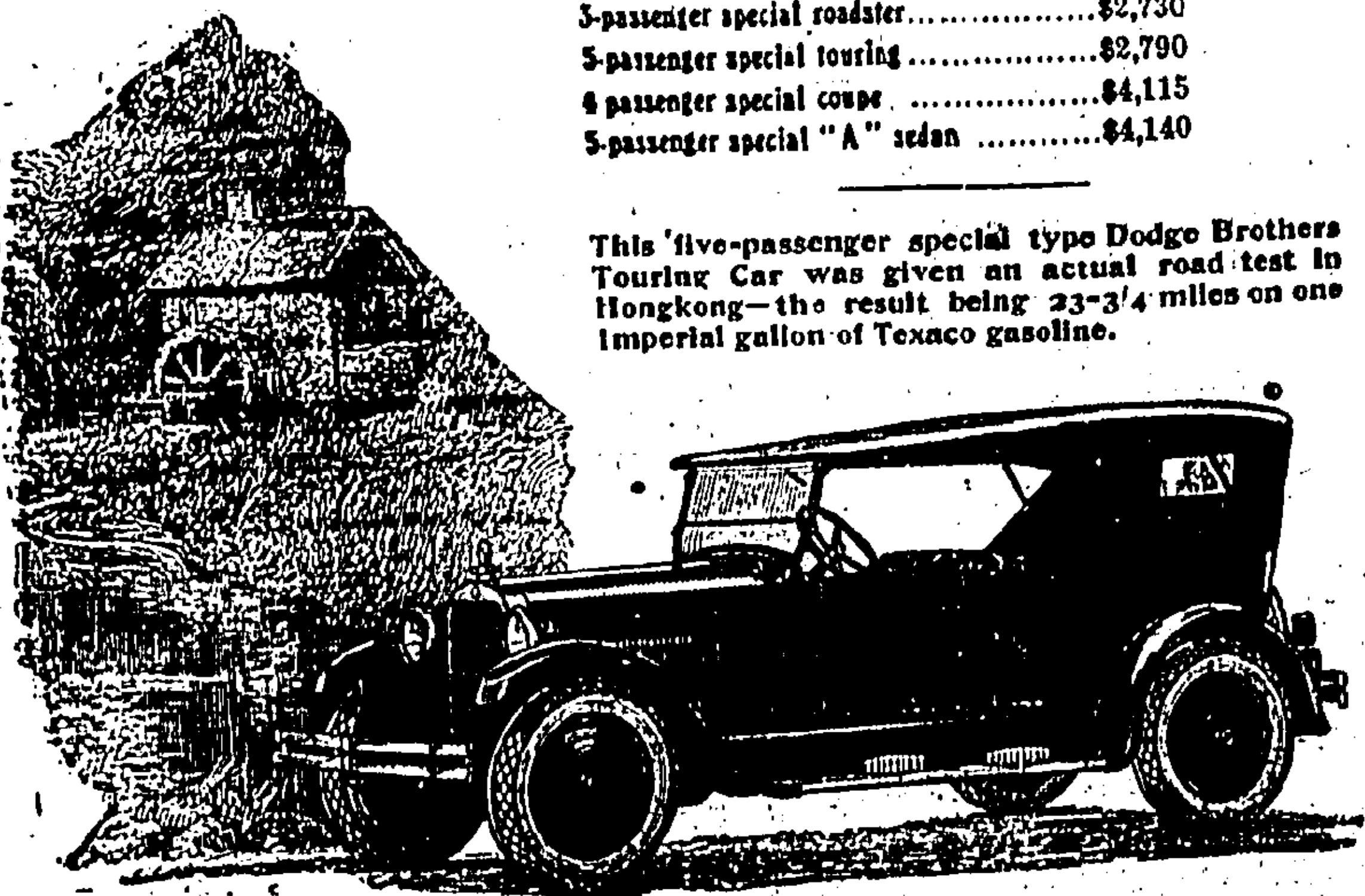
SPECIAL DODGE BROTHERS MOTOR CARS IN FOUR TYPES

Four special types have recently been added to Dodge Brothers standard line of motor cars—A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe. These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design. In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail. Special 6-ply, balloon-type tyres, nickel-trimmed radiator wheel on touring car and roadster (optional on closed types) front and rear bumpers, motorometer with lock, special blue leather upholstery (for touring car and roadster) special body striping, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, Wong Nei Chung Road Happy Valley.

3-passenger special roadster.....	\$2,730
5-passenger special touring.....	\$2,790
4-passenger special coupe.....	\$4,115
5-passenger special "A" sedan.....	\$4,140

This five-passenger special type Dodge Brothers Touring Car was given an actual road test in Hongkong—the result being 23-3/4 miles on one Imperial gallon of Texaco gasoline.



ACROSS THE EASTERN CARPATHIANS.

HUMOURS OF A MOTOR TOUR.

(BY A "TIMES" CORRESPONDENT.)

The Rumanians, it is said, like to be considered the direct descendants of the Romans. But they are no road-makers. Ploesti, one of the largest towns in Rumania, possesses, for example, but one properly paved "boulevard," and this is only about a kilometre in length. Otherwise the devious and dirty streets of this centre of the great Rumanian oil industry consist of an irregular but continuous series of ruts, potholes, loose stones, dust, and pools of water.

British motor-vehicle manufacturers, if they wish to do business in this part of the world, cannot bear in mind too carefully that the roads are most destructive to springs and tyres, and will subject both chassis and body-work to the severest strains. The motorist himself will need no reminder. He will have been impressed sorely impressed with the fact, even in the best-sprung and upholstered car. Yet an automobile tour from Ploesti to the Eastern Carpathians offers a wealth of attractive scenery which compensates for every jolt. Even in their squalor, the villages, with their peculiar characteristics, blended of East and West, are most picturesque. Dogs, fowls, geese, and turkeys—even pigs—wander unconcernedly to and fro across the roads, bent on committing suicide, and saved only by the skill of the driver and the effectiveness of the brakes.

The towns are great poultry markets. The trade is in live birds, and an animated traffic it is. If a noisy, crowded, and violent altercation is taking place in the Piazza—or at the street corner, there is no need for alarm. It is probably only an argument about the price of a couple of squeaking chickens. Practically no dead birds are sold, except those that have mistaken the speed and direction of the car.

Of the oilfields, whose derricks dot the hillsides, all that need be said here is that they add nothing to the attractiveness of the scenery. The English tourist misses the hedges and open fences, the front gardens, creeper covered cottages and porches that are such a refreshing feature of his homeland. Instead, he finds that the village dwellings, which are shaped rather like Noah's ark, are, for the most part, set end on to the road. Walls or closely built fences and gates effectively bar the main door of the houses from the public gaze, and make an almost continuous boundary wall along each side of the road. The smaller houses are very

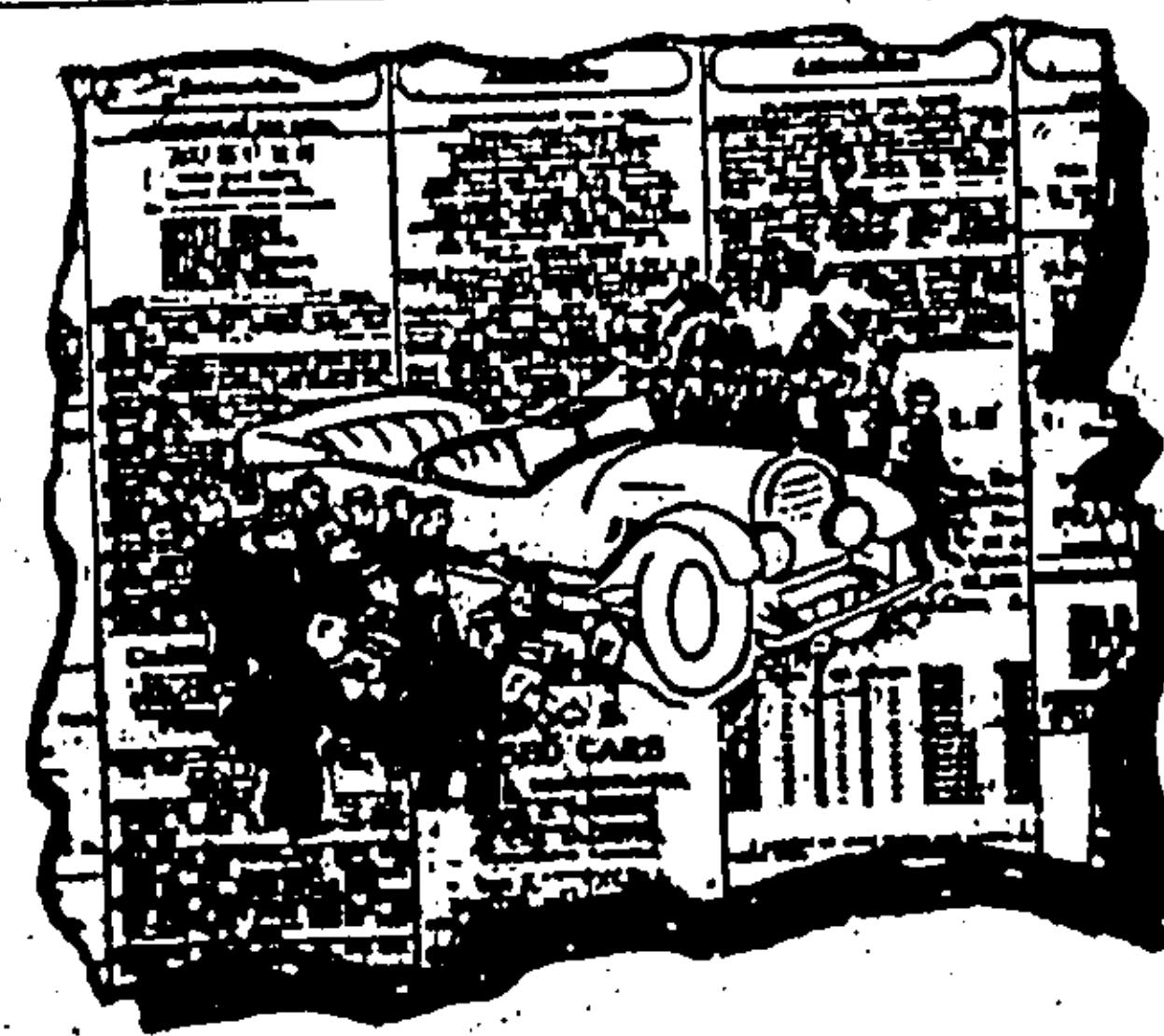
primitive in design, being for the most part constructed of light tree trunks, laid horizontally over a foundation of boulders. The cracks are filled in with mud, and the whole is finally covered with plaster. The outer walls are decorated with panels and medallions of varied design, and afterwards painted with dissonant in different shades of blue, green and grey.

The road ascends past the boulder-strewn beds of streams, and the cool green heights of Sinala, the resort of court and fashion, are soon gained. Then the pass of Tomos is reached. Here there are still half-shattered houses that have been awaiting repair these eight years. Here, also, is that other sad memory of a futile struggle, neat rows of wooden crosses on the hillside by the trees, near the old Hungarian frontier. The car drops down into Brasov, once a thriving industrial town, and now slowly recovering its activity. It attracts many visitors from the sun-baked plains to its invigorating mountain air and wooded terraces.

The next objective is the famous Bran pass, and so to Campulung. The map shows that the road to which we now turn is not "first class." Suddenly we are brought to a standstill amidst heaps of boulders, mounds of loose earth, and piles of stones. The road seems to have vanished. But, in answer to requests for directions, the peasants continue to point to what they evidently consider to be the track. They do not regard it as or even mislead. And so we drive on through the loose earth, then along what resembles the bed of a stream; we cross something like a farmyard, encircle a few trees, and finally emerge upon the highway again.

It is an easy day's run to the sulphur springs of Calimanesti, through flower-strewn valleys, gay with wild violets, campanula, giant foxgloves, and snapdragon. Then, leaving the valley of the Olau, Sibiu, formerly known as Hermannstadt, or Nagy Szeben, lies ahead.

The road almost due west through Fagaras leads again to Brasov, whence a highly attractive but adventurous byway may be followed southwards through the passes of Mount Chela and Mount Suzana—8,000ft. to 10,000 ft. above sea level. Here the narrow road, made, it is said, by the Germans during the war, hugs the mountain sides in a giddy, serpentine course, about 20 hair-pin bends being negotiated in a rise or drop of 3,000ft. Not far from the summit wild raspberries are to be found, large and luscious. A few pairs of hands succeeded in picking about 5lb. in half an hour. Below, the car winds its way downwards through pine and beech, larch and birch, to the safer haven of the valley, and so back through Valeni to Ploesti.



"THE CAR YOU WANT—AT A PRICE YOU CAN AFFORD"

- () Chandler Speedster, complete with new top, new carpets, new upholstery and new paint. Engine thoroughly overhauled and in splendid condition. An exceptional bargain at... \$2,500
- () Locomobile Touring Car, complete with six new Cord Tyres, new top, new upholstery, new carpet and new paint. Engine thoroughly overhauled and in splendid running order..... \$4,000
- () Studebaker Special Six—Sports Body. Paint in fine condition, disappearing hood, 2-passenger Doble seat, five wire wheels, five Cord Tyres in good condition. Owner driven; total mileage less than 6,500 A very unusual bargain at..... \$2,000

REMEMBER:—A Used Car is only as good as the firm with which you deal.

Check (—) the car you wish further information about and mail this advertisement to us TO-DAY.

THE DRAGON MOTOR CAR CO., LTD.
33, Wong Nei Chung Road. HONGKONG.

Name.....
Address.....

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by

**THE EUROPE-ASIA
TRADING CO.**
China Building

Ask To See The Balloon Tyres.



A NEW SHIPMENT OF
"SERIES 3" NERACAR.

THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

[It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National SIX DAYS Trial; that won the run from Reading to Pittsburg and return, Pennsylvania State Championship, and won the Pennsylvania State 24 Hour Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of BIG PERFORMANCES. Keeps rider clean. Simple, easy to handle. 200 miles for \$1.00 of fuel. Ride all seasons, any weather.

FREE DEMONSTRATION—SOLD ON EASY TERMS.

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used exclusively on both

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and

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and from Rangoon to Constantinople
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Just as SHELL AVIATION SPIRIT was successfully used on these flights, so all motorists who require the best results should insist on

SHELL MOTOR SPIRIT.

THE ASIATIC PETROLEUM Co. (S. C.) Ltd.

AN ALPHABET OF HONGKONG



Z IS THE ZEALOT
Of Theosophic fame,
You know him by sight
If not by his name.

HONGKONG IMPORTS.

EFFECT OF CANTON TROUBLE.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce states:—

Cotton piece goods and fancy cotton goods.—The market, needless to say, has been adversely affected by the loss of life and incendiaryism recently perpetrated in Canton and it is to be sincerely hoped that we have seen the last of such vandalism.

Cotton Yarn.—The fighting and subsequent looting and burning in the city of Canton has thoroughly demoralized merchants and no business has been transacted, and although, at the moment the situation is again more normal, dealers are unwilling to do business, fearing a recurrence of further fighting.

Quotations are:—No. 10s \$225/-, 230. No. 12s \$23/-, 242. No. 16s \$240/250. No. 20s \$230, 245.

Arrivals 800 bales. Shipment, nil. Sales nil.

Unsold stock 4,500 bales.

Bargains 2,000 bales.

Woolens.—Owing to the civil fighting and political disturbances in Canton, business is at a standstill. Clearances have fallen off entirely, and goods continue to accumulate.

Raw Cottons.—There is no change to report.

ROUGH SEAS.

B. I. BOAT ARRIVES LATE.

The late arrival of the B. I. s.s. Talma, to-day—she was two days overdue—is explained by the report which was received at the Harbour Office from the Master. Soon after leaving Singapore, on the 16th, she encountered rough seas and there was an exceptionally heavy North East swell. The monsoon strengthened as the vessel proceeded and she was pitching and labouring heavily. Heavy rains were experienced continuously and some anxiety was felt in view of the fact that the vessel was shipping water fore and aft.

Her safe arrival was greeted with relief here.

Metals.—Market stagnant owing to the political situation.

Flour Market Report.—Stock: about 1,700,000. Market: quiet.

Quotations: American Patent \$4.00 per sack; American Straight \$3.25 per sack; American Cut off \$3.25 per sack; Shanghai Flour \$2.95 per sack; Australian No. 1 \$3.25 per sack; Canadian Cut-off \$3.00 per sack.

Window Glass.—Market dull.

Sugar.—Market dull.

Saltpetre.—Market completely paralysed owing to the Canton troubles coupled with heavy fall in Rupee Exchange.

DAY BY DAY.

The arrest of two Chinese occurred in Hainan Street, Shamsulpo, yesterday. In the possession of both were found loaded revolvers.

Mr. Frank B. Amos, Export Representative of Messrs. Dodge Brothers, arrives in Hongkong to-day on the *President Wilson*. Mr. Amos is on a round-the-world tour in the interests of the famous Dodge car.

Whilst working on a cargo junk in the harbour yesterday, a coolie had his foot almost sawn off at the ankle by a wire rope which was being unwound from the capstan. He was removed to the Kwong Wah Hospital.

It has since been discovered in connection with the finding of the dead body of a Chinese on the hillside above Shauiwan, that the man died from natural causes, and was not murdered, as was at first thought.

In reporting the case in which the master of the s.s. San Ning was summoned for working cargo on Sunday without a permit, we stated that Mr. A. E. Hall represented defendant, whereas it was Mr. C. A. S. Russ.

In the Government Gazette is set out a list of places and times at which the military authorities will carry out gun practice in the waters of the Colony. All junks, ships, and other vessels are warned to keep clear of the ranges.

Eleven Chinese were brought before the Marine Court this morning for allowing their boats to lie along the Praya wall at 4.30 this morning. They were declared guilty by the Court and fined \$5 or an alternative of five days. One only had a permit and was dismissed.

Notice is given in the Government Gazette that it is proposed to make an order for the closing to public traffic of McGregor Street, from Queen's Road East to Cross Street, in connection with a reconstruction scheme involving the widening of Sarnpan Street and its extension southwards to Queen's Road East.

His Excellency the Governor has appointed Mr. John Alexander Fraser to be Assistant Head of the Sanitary Department, and Secretary to the Sanitary Board as from the 20th October. Mr. David William Tratman has been appointed Head of the Sanitary Department, during the absence on leave of Mr. N. L. Smith.

One month's hard labour was imposed by Mr. E. Hamilton, at the Kowloon Magistracy, this morning, on a Chinese cook employed at a pawn shop, at No. 2 Canton Road, for the theft from his employers of 39 pieces of clothing, which were stolen on various days during the last six months. It was stated that the clothes were found in defendant's box.

SUNDAY CARGO.

SAN NING CASE DISMISSED.

The case against the master of the s.s. San Ning for working cargo on Sunday without a permit was dismissed by Lieut. Commr. G. F. Holo, Marine Magistrate, at the Marine Court this morning. The defence brought witnesses to prove that the sacks which were taken from the ship were not cargo.

A runner had bought 12 sacks of peas, according to the evidence, and ordered the salesman to have them taken aboard the San Ning. A truck and coolies were provided by the runner. Once on the ship and prior to delivering the peas, the salesman sought the runner, who had not yet paid for the consignment. He could not be found.

Immediately, therefore, the salesman had the coolies reload the peas on the truck and return them to his shop. He said that they had never been booked as cargo aboard the s.s. San Ning. Lieut. Commr. Holo said that the evidence produced by the prosecution was not sufficient to substantiate the charge and that he found the defendant "not guilty."

DAIRY FARM NEWS

Pure Ice-Cream

An Ideal Food

Ours is made from the

Finest Ingredients, untouched
by hand

ABSOLUTELY PURE

In Popular Flavours

PINTS 80 cts.

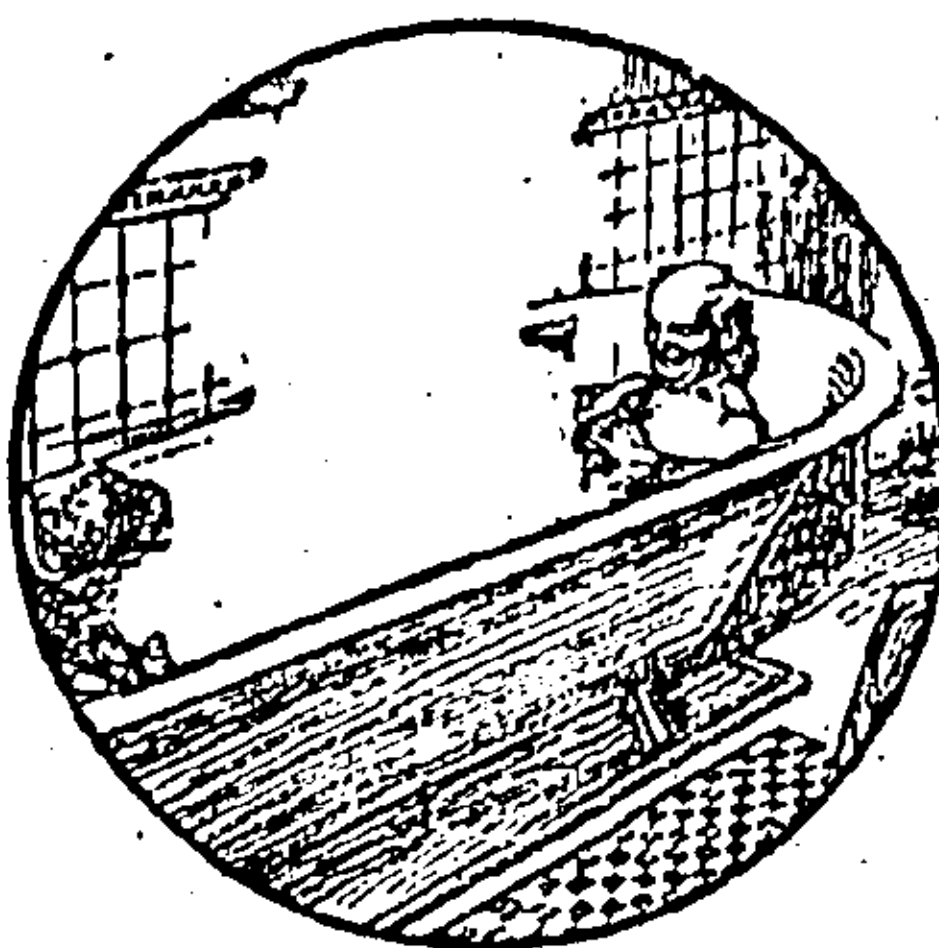
QUARTS \$1.50

The Dairy Farm, Ice & Cold Storage Co., Ltd.

IT'S NICE TO GET UP IN THE MORNING

and feel assured of
a comfortable shave
and
a real hot bath.

This can be
depended upon if
you use a GAS
FIRE and GEYSER.



Full particulars
and demonstra-
tion of appar-
atus on applica-
tion to Lane,
Crawford, Ltd.
or our West
Point Show
Rooms.

HONGKONG & CHINA GAS Co., Ltd.

A Fresh Consignment just received of the following well known preparations:—

URODONAL

For Rheumatism Gout, etc.

Price \$1.75

PAGEOL

For Kidney Trouble etc.

Price \$1.75

To be obtained at

THE COLONIAL DISPENSARY.

14, Queen's Road.

Telephone C. 1877.

DON'T MISS YOUR LAST CHANCE

THE WORLD'S GREATEST DRAMATIC STARS
Ivan Mozukin and Nathalia Lesienko

— IN —

"THE MAN OF HER DREAMS"

THE MOST INTENSELY INTERESTING EUROPEAN PRODUCTION UNIQUE IN ITS CONCEPTION. INCOMPARABLE IN ITS EXECUTION.

FINAL SHOW TO-DAY.
COMMENCING TO-MORROW
CLARA KIMBALL YOUNG

— IN —

"MID - CHANNEL"

The Greatest Picture of her entire Career.

WORLD THEATRE

PREFERRED PRISON.

DID NOT LIKE CANING.

The Magistrate (Mr. R. E. Lindsell) this morning inquired of a young defendant in a larceny case, if he relished the beating given him the other day for a similar offence.

The prosecuting police officer said that since that since the

last appearance of the defendants in Court, it had been discovered his age was 21 and not 15 as he had said.

His Worship (to the defendant): Are you still 15?

The defendant replied that he did not like the caning he had received the other day, and his Worship then imposed a fine of \$20, or 14 days' hard labour in result.

Powell
12, Des Vaux Road.

A CHARMING
ASSORTMENT
OF

**MATERIALS
FOR THE
AUTUMN**

FANCY SUITINGS.
JACQUARDS.
POPLINS.
SPORTS SUITINGS.

A CALL IS RESPECTFULLY SOLICITED
OR
PATTERNS GLADLY SENT UPON REQUEST.

COCKTAILS

MADE AND BOTTLED BY US FROM AN
EXPERT'S RECIPE

MARTINI
MANHATTAN
GIN
VERMOUTH

THINK OF THE TROUBLE SAVED AND THE KNOWLEDGE THAT YOU HAVE A PERFECT COCKTAIL AT ALL PARTIES AND PIONICS

CALDBECK MACGREGOR & CO., LTD.

SPECIAL CLEARANCE SALE

CANTON EMBROIDERIES, SHAWLS, SWATOW LACE, DRAWN THREAD WORK, IVORY WARE, CURIOS, LAMP SHADES, AMBER BEADS, NECKLACES, etc., etc.

A Genuine opportunity for you to buy high class goods at very cheap prices.

FOOK WENG & CO.

Astor House Building.

HONGKONG HARDWARE CO.

"TAI LEE CHAN."

— ESTD. 1894 —

METAL GOODS and HARDWARE.

Tel. No. C. 1993.

119 Jervois Street

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Notes, Cheques, Drafts and
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HARVEST FESTIVALS.

By the Rev. G. R. Lindsay, M. A.

Human nature is not as a rule too prone to gratitude. We are all of us more ready to receive than to render thanks. The story in the Gospels of the Ten Lepers, only one of whom returned to give thanks, is a parable of what happens every day. Man is a graceless creature. Perhaps we do not mean to be ungrateful, but self-centredness renders us more conscious of our needs than of our blessings. We find prayer nearer the lips than praise. Harvest Festivals as a service of the Church are of modern origin, and some are saying that they have already had their day. But such a festival serves a noble purpose indeed if it helps to remind us of the good things of life, and that we possess and enjoy nothing but what has been given to us.

A Harvest Festival is primarily a thanksgiving for the fruits of the earth, but these are recognised as symbols of all God's gifts—physical, mental and spiritual, and so, it is not only for sunset and evening star, wayside flower and folds of corn for which we give thanks, but also for the laughter of children, the optimism of youth, the enduring love of parents, the joy of friendship, and for the compensations of life which enable us to bear the hardest lot. For these and much more, there must arise in the most disgruntled feelings of gratitude. The most parting will be ready to sing—

"My God I thank Thee, Who hast made
The earth so bright,
So full of splendour and of Joy,
Beauty and Light.
So many glorious things are here
Noble and right."

Surely if we "should hold our peace the stones would cry out." And, yet again, these gifts symbolise God's best gift. You will remember how Israel in our Lord's day, recalled with pride the gifts in the wilderness of manna, and of water from the rock. "Yes," says Jesus, "but you miss the whole meaning of those blessings if they do not turn your hearts to accept the True Bread and the Living Water."

Every meal is a Sacrament. If over there was a place to give thanks it is at the dining table. As someone has quaintly said, "Let grace never be in disgrace." For in thanking our Heavenly Father for the food we eat, we thank Him for every gift of which it is a symbol.

"Thou didst not spare Thine only Son,
But gav'st Him for a world undone;
And freely with that Blessed One,
Thou givest all."

Remember too, the way you use His gifts is the measure of your thankfulness.

Dressing Gowns



These cooler evenings and mornings call for something warmer in Dressing Gowns. Amongst our new stocks you are sure to find one that will meet your requirements.

Towelling Bath Robes

in various designs From..... \$14.50

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in plain and Tartan designs From..... \$22.50

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THE ADAM in COMMUNITY PLATE

WE think this is one of the most exquisite
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the pleasure of showing our customers.

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munity ADAM is distinguished by a charm-
ing purity most satisfying to live with.

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Lens, 3 double plate holders, film pack
adaptor and leather case.

\$300.00

T. P. SPECIAL RUBY REFLEX

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F2.9 Lens, 3 double plate holders,
film pack adaptor and leather
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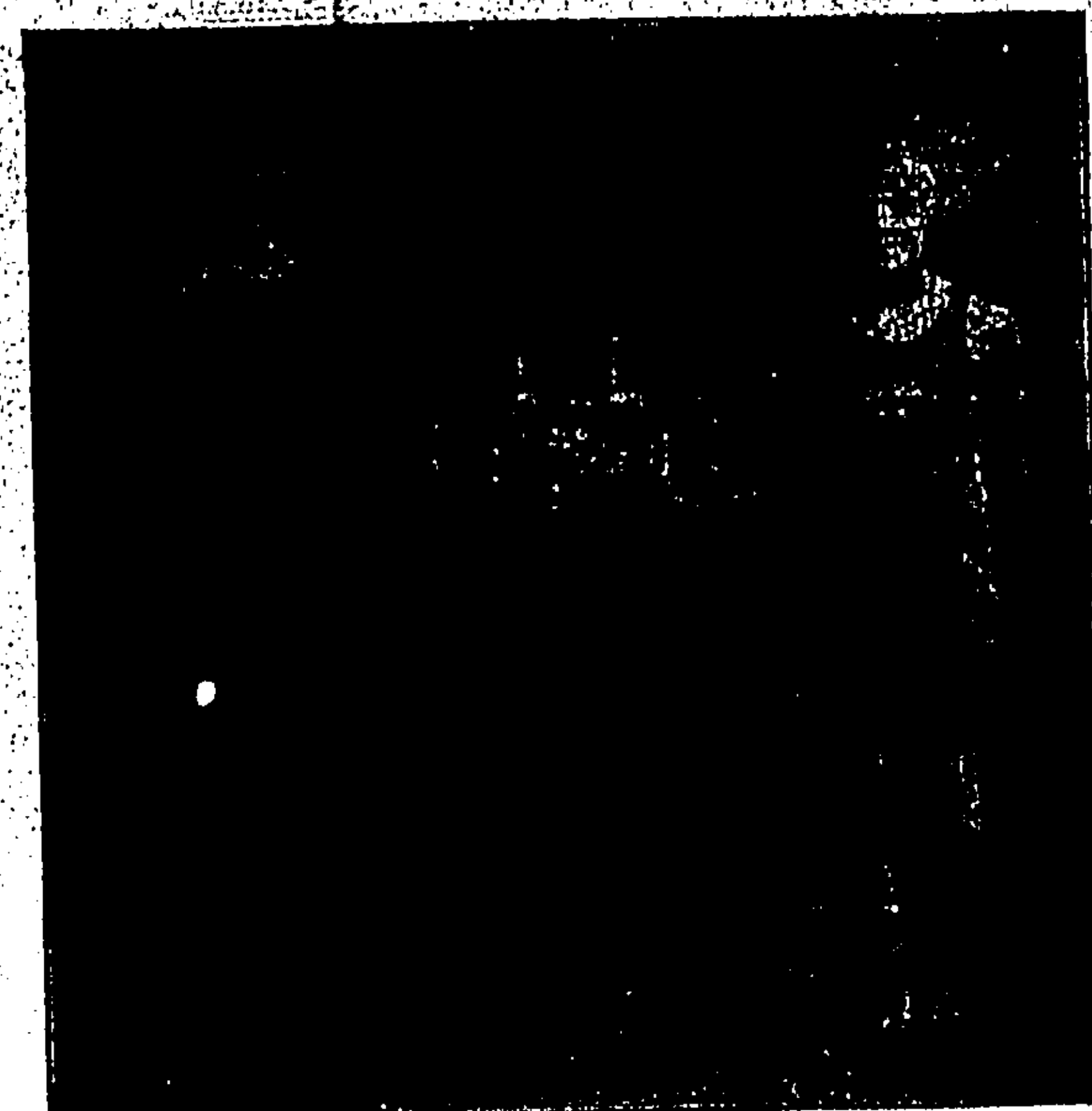
No. 60, Queen's Road Central.

Telephone 2170.

CAMERA NEWS



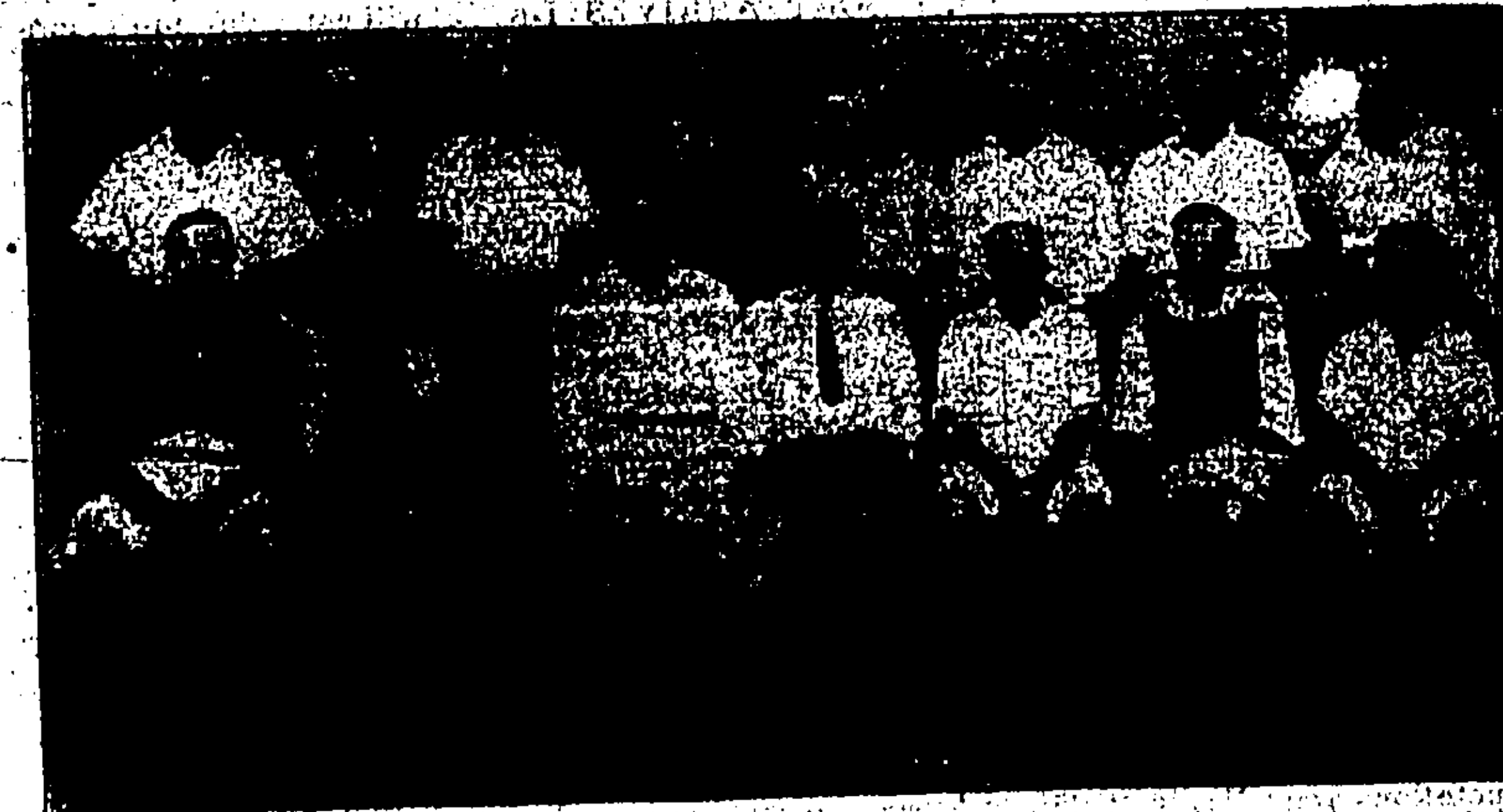
The Sergeant's Mess, of the 38th Battery, R.A. (Photo: Ming Yuen).



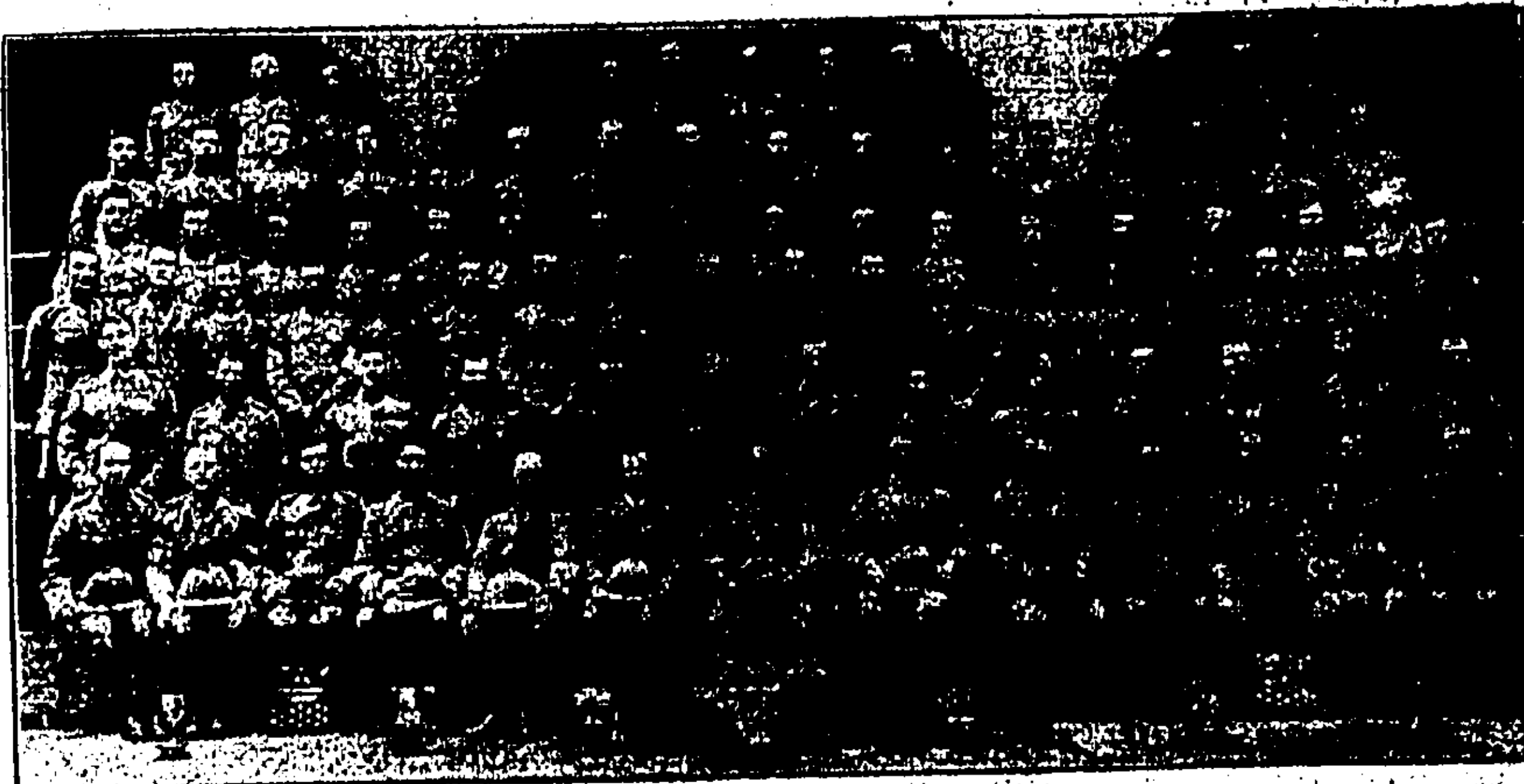
The Misses Phyllis and Doris Hunt, the two youngest
harbour swimmers.



The 38th Battery R.A. polo team, winners of the R.A. Cup,
the Gascolgne Cup and the R. A. League this year. (Photo: Ming
Yuen).



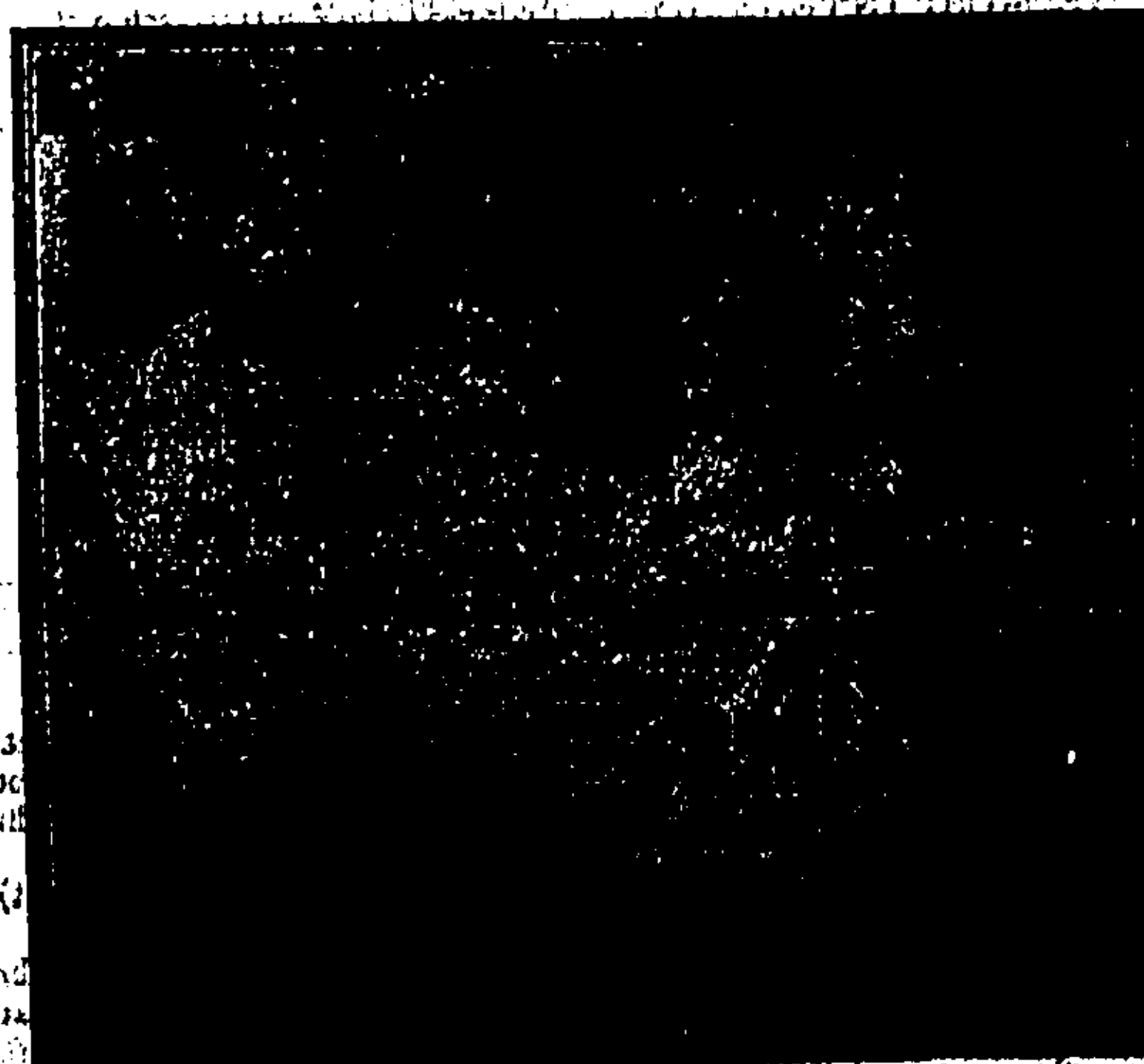
The Hongkong and Manila Interport Golf teams, photographed at Faaling. (Photo by Mee Chung).



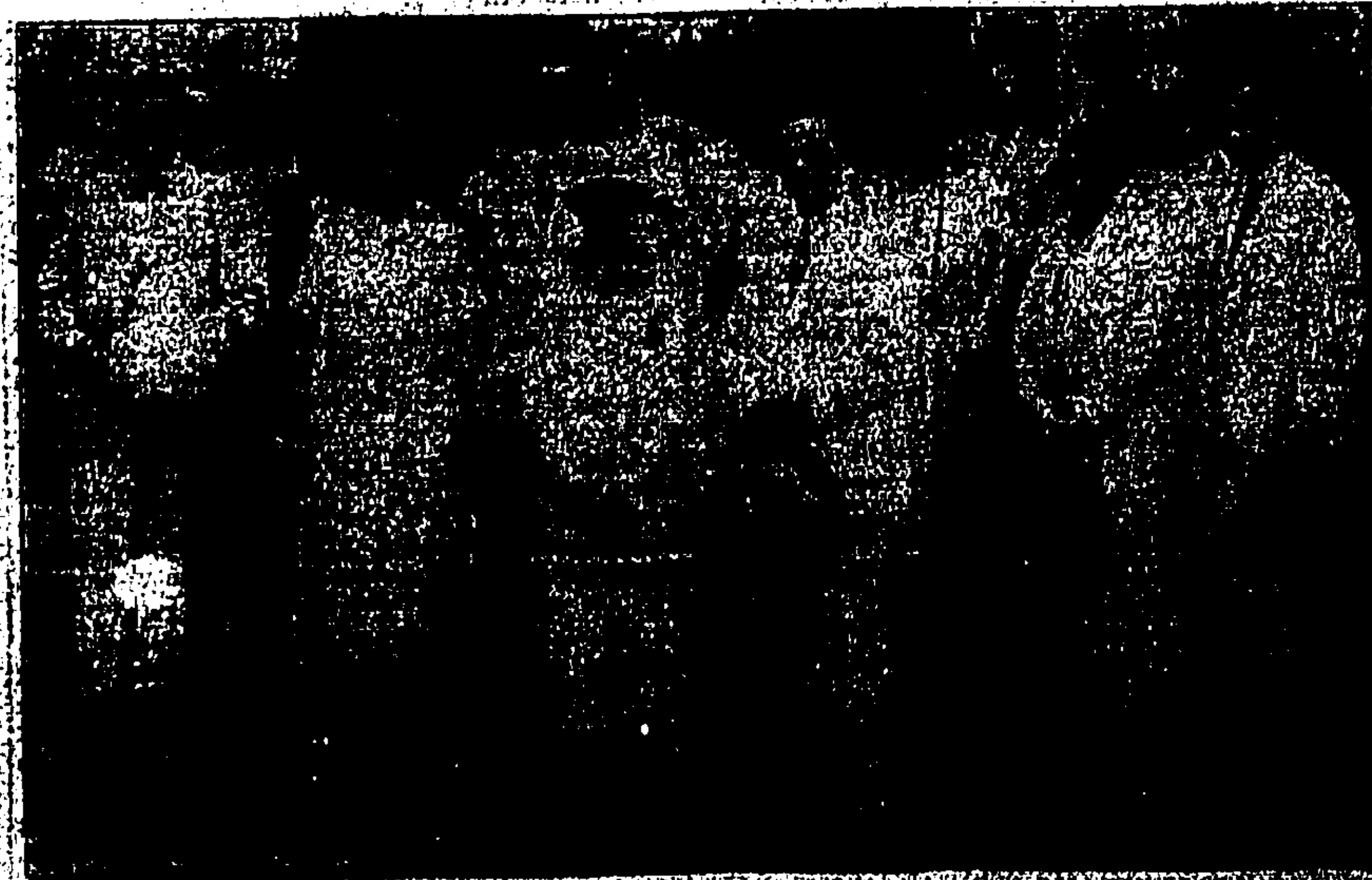
Photograph of the 38th (H) Battery, Royal Artillery. (Photo Ming Yuen).



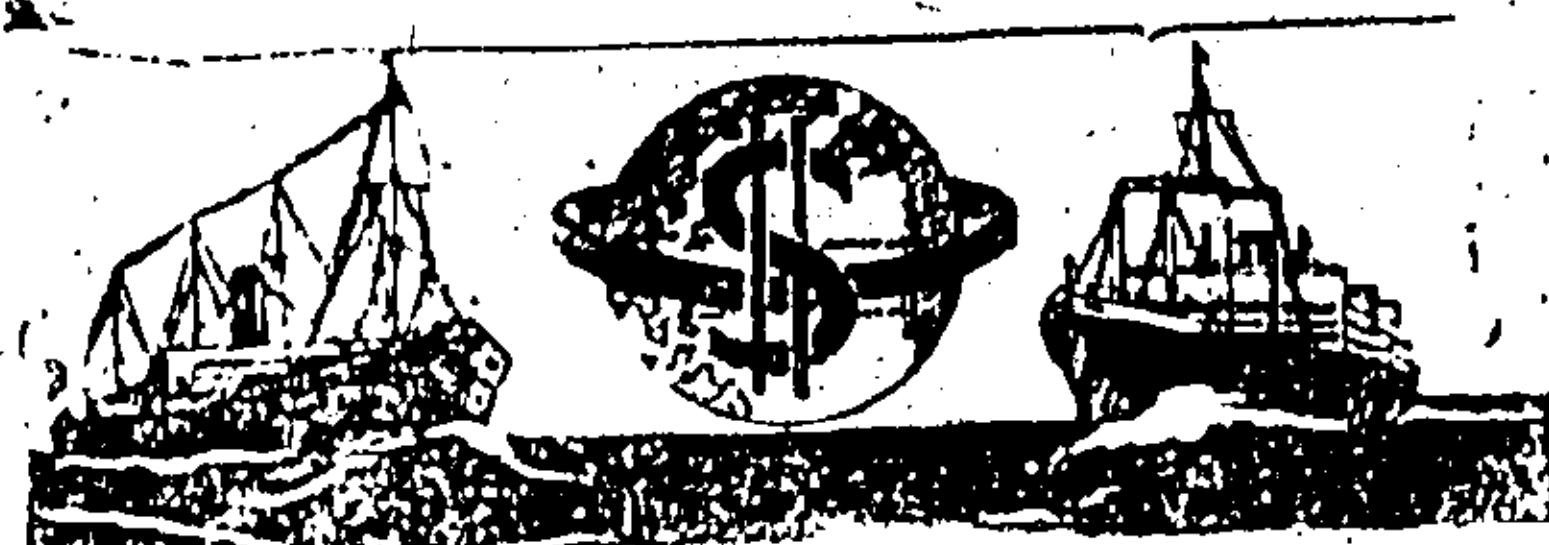
The motor ship Kong Ning refloated in artificially
made pond, prior to its being transferred to the river.



Executioners are prominent figures in the Chinese Army,
every regiment having two. (This is one of them.)



Group photograph taken at the wedding of Dr. R. E. Cameron, of Shanghai, and Miss
celebrated at the Cathedral on October 16th.



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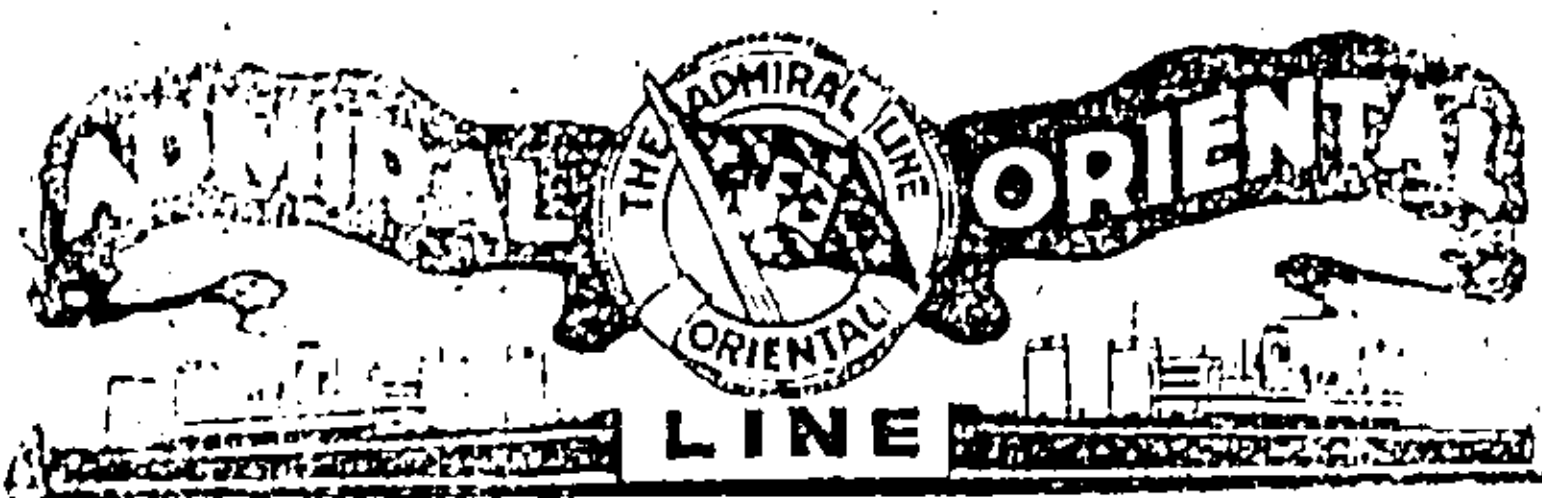
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"PRESIDENT GARFIELD" Nov. 25th
"PRESIDENT POLK" Dec. 9th
"PRESIDENT MONROE" Dec. 23rd
"PRESIDENT HARRISON" Jan. 6th

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ISLA DE PANAY 3rd Dec.

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The
"EMPRESS OF CANADA"

will sail from
HONGKONG

for
MANILA

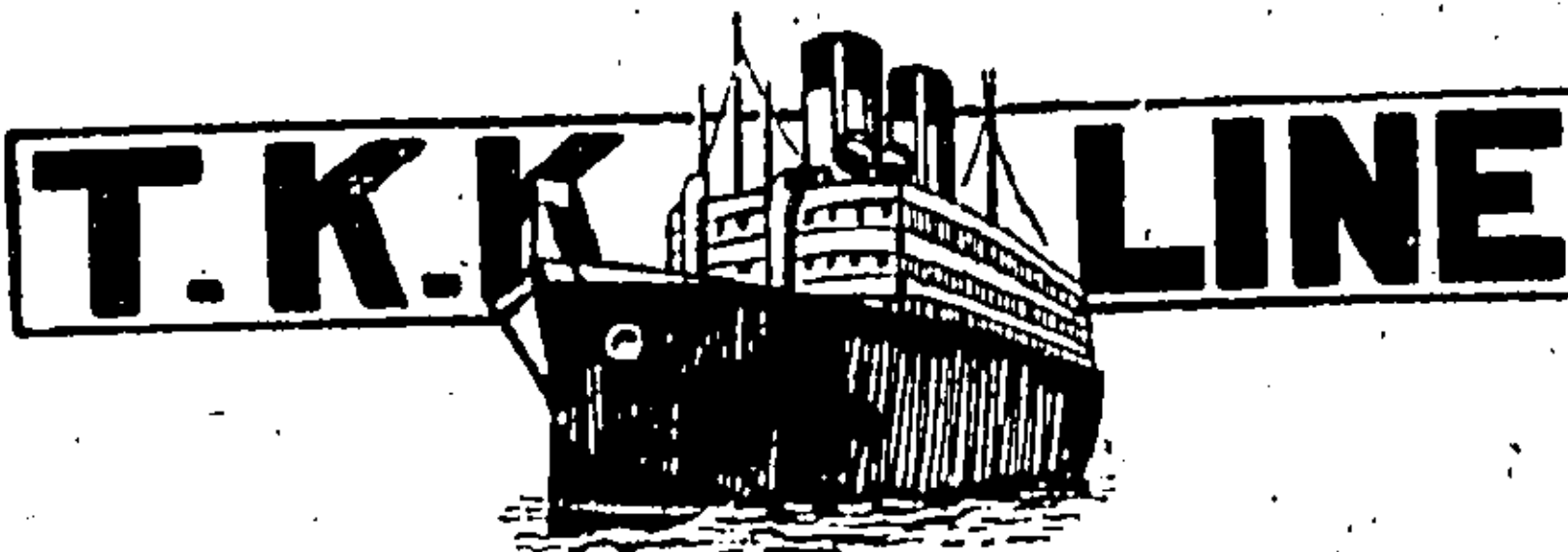
5 P.M. THURSDAY, OCTOBER, 30th.

and from
HONGKONG

to
VANCOUVER

(via Shanghai, Kobe, Yokohama & Victoria)

DAYLIGHT FRIDAY, NOVEMBER, 7th.



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Santa Fe & Western Pacific Railroads.

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SHINTO MARU 22,000 Nov. 14th.
*SIBERIA MARU 22,000 Nov. 30th.
TAIYO MARU 22,000 Dec. 11th.

*Omit Nagasaki
KOREA MARU and SIBERIA MARU proceed to Los Angeles
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REDUCED FARE TO EUROPE.

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BOKUYO MARU Dec. 8th.
RAKUYO MARU January 15th, 1925.

Y. TSUTSUMI, Manager.

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S.S. KOSMO via Suez Canal 31st Oct.
S.S. CALCHAS via Suez Canal 10th Nov.
S.S. AJAN via Suez Canal 21st Nov.
S.S. KATHLAMBA via Suez Canal 1st Dec.

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For San Francisco & Los Angeles from Hongkong
by Direct Route.

23 days to San Francisco 28 days to Los Angeles
U.S.S.B. "West Carmona" Leaves Hongkong 26th Oct.
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MENTOR 17th Nov. Marseilles, London, Rotterdam & Hamburg
LYCAON 24th Nov. London, Rotterdam & Hamburg
*Calls at Oran.

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PROTESILAUS 29th Nov. Victoria, Seattle & Vancouver

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AJAX 21st Nov. Boston, New York, Baltimore via Suez

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HECTOR 16th Dec. for Singapore, Marseilles & London
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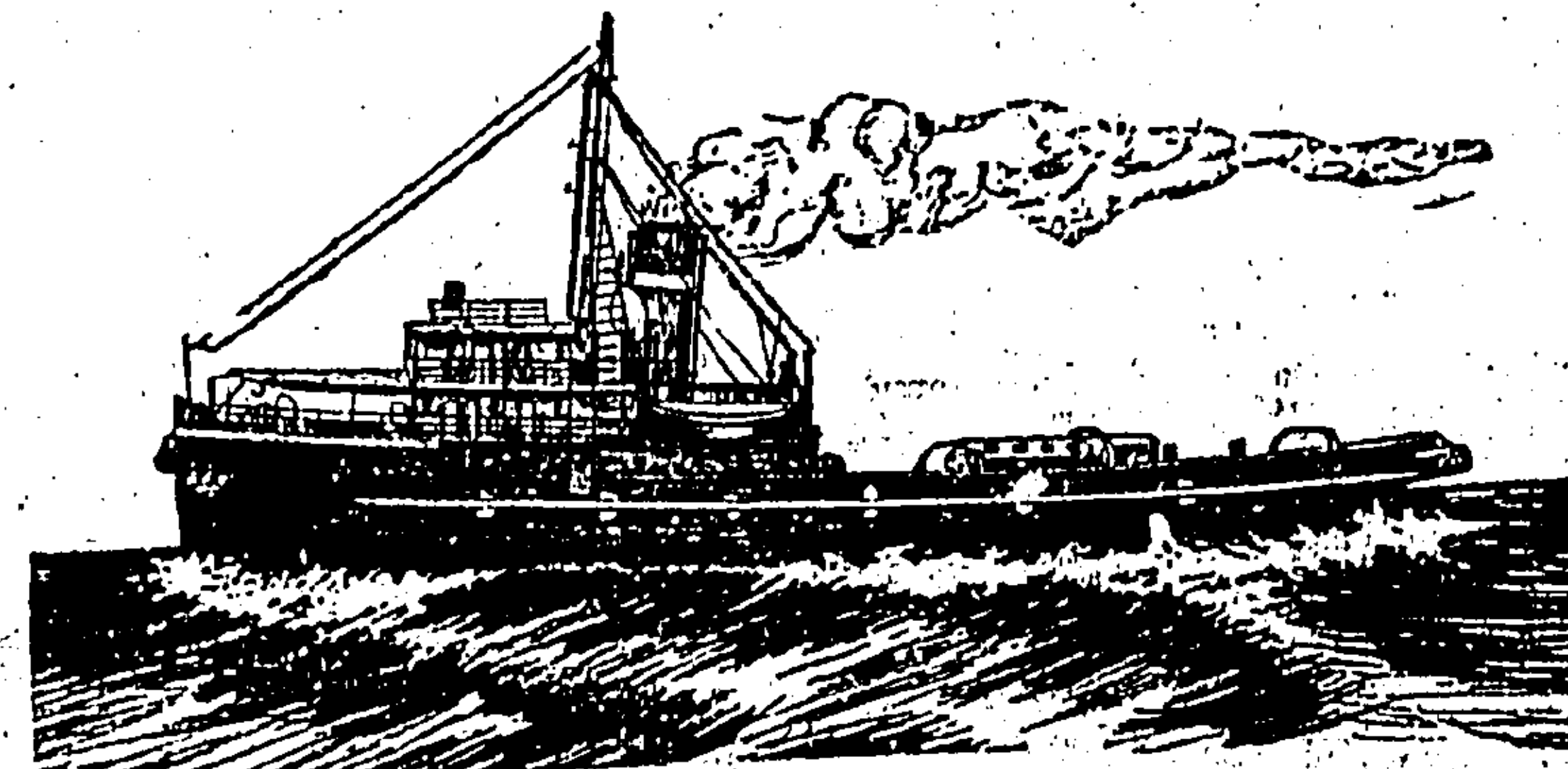
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(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SICILIA	6,813	29th Oct. noon.	S'pore, Pang, C'bo & B'bay
KASHGAR	9,005	1st Nov. noon.	M'les, London & Antwerp
MALWA	10,941	15th Nov.	Marseilles & London
SARDINIA	6,684	26th Nov.	S'pore, Pang, C'bo & B'bay
KARMALA	9,098	29th Nov.	M'les, London & Antwerp
SOUHAN	10,902	13th Dec.	Marseilles & London
KHIVA	9,135	24th Dec.	S'pore, Pang, C'bo & B'bay
MACEDONIA	11,089	27th Dec.	M'les, London & Antwerp
SICILIA	6,813	10th Jan. 1925	Marseilles & London
KALYAN	9,118	21st Jan.	S'pore, Pang, C'bo & B'bay
MOREA	10,911	24th Jan.	M'les, London & Antwerp
SARDINIA	6,684	7th Feb.	Marseilles & London
KASHGAR	9,005	18th Feb.	S'pore, Pang, C'bo & B'bay
SOUHAN	10,902	21st Feb.	M'les, London & Antwerp
KASHGAR	9,005	7th Mar.	Marseilles & London
MANTUA	10,902	18th Mar.	S'pore, Pang, C'bo & B'bay
KARMALA	9,098	21st Mar.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
PA ADA	6,494	30th Oct.	S'pore, Penang & Calcutta
PA ADA	10,000	14th Nov.	S'pore, Penang & Calcutta
TILAWA	8,500	27th Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
ALBANS	4,500	29th Oct. 4 p.m.	Manila, S'kan, Thursday Is.
EASTERN	4,000	26th Nov.	Townsville, B'bane, Sydney
AFRICA	6,000	31st Dec.	and Melbourne.

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S.S.	Tons	From Hong-kong (about)	Destination
TALMA	10,000	25th Oct.	Amoy, S'hai, Moji & Kobe
SARDINIA	6,684	1st Nov.	Moji & Kobe
KARMALA	9,098	1st Nov.	Shanghai, Moji & Kobe
EASTERN	4,000	1st Nov.	Moji & Kobe
TILAWA	8,500	8th Nov.	Moji & Kobe
MAN'UA	10,902	15th Nov.	Shanghai, Moji & Kobe
TAIRA	8,500	18th Nov.	Kobe

All dates are approximate and subject to alteration without notice.

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GLENAPP	25th Oct.	GLENUGLE	28th Oct.
CARMARTHENSHIRE	13th Nov.	GLEN ARRY	18th Nov.
CARMARTHENSHIRE	27th Nov.	GLEN APP	6th Dec.
GLEN APP	14th Dec.	GLEN APP	6th Dec.

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S.S. "TAIKWA MARU" ... on or about 17th Oct.

FOR KEELUNG via Swatow & Amoy

S.S. "OHUKWA MARU" ... on or about 16th Oct.

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SHIDZUKA MARU ... Tuesday, 4th Nov. at 11 a.m.

YOKOHAMA MARU ... Sunday, 23rd Nov. at 11 a.m.

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KASHIMA MARU ... Wednesday, 5th Nov. at 11 a.m.

HAKONE MARU ... Wednesday, 19th Nov. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

MATSUMOTO MARU ... Friday 5th Dec.

LIVERPOOL via ADEN & MARSEILLES.

TAJIMA MARU (Calls Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Friday, 21st Nov. at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 3rd Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... (Calls Port E. & Delagoa B) Friday, 7th Nov.

BOMBAY via Singapore & Colombo.

MORIOKA MARU ... Wednesday, 29th Oct.

CEYLON MARU ... Monday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Friday, 31st Oct.

NAGATO MARU ... Wednesday, 12th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 13th Nov.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Saturday, 25th Oct.

RADO MARU ... (Omits Shanghai) Monday, 3rd Nov.

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S.S. "NIPPON" ... Sails about 22nd Nov.

S.S. "ROSANDRA" ... Sails about 2nd Dec.

S.S. "NUMIDIA" ... Sails about 22nd Dec.

S.S. "VENEZIA" ... Sails about 1st Jan. 1925.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 6th Nov.

S.S. "DUCHESSA D'AOSTA" ... Sails about 8th Dec.

S.S. "NIPPON" ... Sails about 2nd Jan. 1925.

S.S. "ROSANDRA" ... Sails about 7th Jan.

S.S. "NUMIDIA" ... Sails about 2nd Feb.

S.S. "VENEZIA" ... Sails about 7th Feb.

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Subject to alteration.

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City of Glasgow 5th Nov. M'les, L'don, R'dam, H'burg & Antwerp

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 4th Dec. Marseilles, London, etc.

City of Karachi 29th Jan. Marseilles, London, etc.

City of Baroda 1st Mar. Marseilles, London, etc.

Trifford Hall 11th Apr. Marseilles, London, etc.

A Class. B Class.

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Single 1st Class A £98, B £84. Single 2nd Class A £62, B £56.

Cargo Steamers Saloon Passage £68.

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CANTON. Tel. Central 780

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
MANILA	Yuensang	Sat. 25th Oct. at 1 a.m.
HAIPHONG via H'kong	Leesang	Sun. 26th Oct. at 10 a.m.
SHANGHAI via Swatow	Taksang	Sun. 28th Oct. at 7 a.m.
BANGKOK via Swatow	Chaksang	Tues. 28th Oct. at noon.
STAO via S'ow & S'hai	Kwongsang	Wed. 29th Oct. at 7 a.m.
MANILA via Amoy	Sulsang	Sat. 1st Nov. at 3 p.m.
STRAITS & Calcutta	Lalsang	Sat. 1st Nov. at 3 p.m.
SHANGHAI via S'ow	Foosang	Sun. 2nd Nov. at 7 a.m.
BANGKOK via Swatow	Kwalsang	Mon. 3rd Nov. at noon.
TIENSIN	Chipsang	Wed. 5th Nov. at noon.
SANDAKAN	Hinsang	Sat. 8th Nov. at 3 p.m.
KOBE via Moji	Namsang	Sat. 8th Nov. at 7 a.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at H'kong both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Lalsang" will be despatched on or about Saturday 1st Nov. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215 General Managers

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiphong ... W. S. Turnbull ... TUES. 28th Oct. at 12 noon.

Haiphong ... W. C. Passmore ... THURS. 30th Oct. at 5 p.m.

Haiphong ... Ellis Walker ... SUN. 2nd Nov. at 9 a.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haiphong" & "Haining" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

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MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 6th Nov.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

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Terms: 1 is extra or inclusive.

The after-lunch dances are held every Tuesday,
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 Telephones in every room.
 The Europa Orchestra plays nightly during Dinner,
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Telegrams "Europa, Singapore" J. WITHELL, Managing Director.
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TODAY at all shows the last showing of

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TOMORROW, at 6.00 & 9.15 p.m.

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 comes from Virginia and
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"Three Castles"
 The Cigarette with the Pedigree



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This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

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Direct from Milan
 The Biggest Combination of Stars
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Full Orchestra, Chorus, and Ballet

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Wednesday, 29th Oct.
FAUST.

Thursday, 30th Oct.
AIDA.

Friday, 31st Oct.
TRAVIATA.

Saturday, 1st Nov.
RIGOLETTO.

Monday, 3rd Nov.
**Cavalleria Rusti-
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Tuesday 4th Nov.
TOSCA

Wednesday 5th Nov.
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Good vision is a commodity you cannot purchase. If your eyesight is not perfect, you should make every effort to improve it. Glasses may be a necessity, but this is a quest on you cannot decide for yourself. The advice of a Skilled Sight-Testing Optician is required. Our scientific Eye-Testing is thorough and we can detect the cause of the eye trouble or the slightest defect of vision.

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The well-known professional Dancing Teacher takes pleasure in announcing that she is commencing classes for adults in the latest modern dancing, Fox-Trot, Tango, Waltz. Classes for children from Three Years of age in Classical, Clog, National Ballet and Tode dancing. Pupils trained gracefully. Individual Style studied and Developed. Correct arm movements and graceful exercise taught. Special attention given to each pupil. Private lessons also given. Homes visited by appointment. Terms moderate. For appointment Write or Phone between 12.30 and 2 p.m. daily, Mme. Kelvey, Room 49, Kowloon Hotel.

NOTICE.

THE Undersigned hereby give notice that as from the 1st October 1924, N. B. Kotwall is no longer in their employ.
 Dated 1st October 1924.
 E. D. KOTWALL & CO.

"There's something wrong
 with my stomach"

When you find yourself saying that—think! Nearly all the serious ills of life start in the stomach and could be prevented if taken in hand in time. A stomach-ache is a warning, and if you wish to avoid such troubles as gastric ulceration and chronic dyspepsia you should take a hint from medical men and try Bisurated Magnesia. Acid causes stomach pain and Bisurated Magnesia neutralises this harmful acid the instant it enters the stomach. Bisurated Magnesia is a cure that is good for young and old; always beneficial. Bisurated Magnesia costs very little for powder or tablets at any chemists. The sure cure always has the famous oval Bismag Sign on the wrapper.

The Sign of the Capsule

BISMAG

See it on every Package

FUNERAL.

LATE MRS. N. BABBAGE.

The burial of the late Mrs. N. Babbage took place in the Roman Catholic Cemetery, Happy Valley, at 5.30 p.m. yesterday, the service being conducted by the Rev. Father Spada, of the Rosary Church, Kowloon, a large number of personal friends being present at the graveside; among whom were Captain and Mrs. Nicol, Messrs. Williams, Beck, Alexander, Rowe, Server, and Mesdames Stapleton, Fredericks, Glendinning, and practically the entire staff of the Alexander and Cafe, in uniform.

The chief mourners were two nursing sisters of the French Hospital, Mrs. Babbage having no near relatives in the Colony. Wreaths were sent by many sorrowing friends, amongst which were noticed, husband, brothers and sisters, Chinese Staff Alexandra Cafe, Shipbuilders Institute, Captain and Mrs. Nicol, Mr. B. L. Frost, Mrs. B. E. Server, Mrs. Harry Woods, Mr. and Mrs. Stapleton, Mr. and Mrs. Glendinning, Mrs. E. H. McEwen, Miss A. de Souza, Mr. A. H. Rowe, "Leo" and a large number of others.

CHURCH NOTICES.

A Charge of one Dollar is made for Notices under this heading.
 St. John's Cathedral, Hongkong, October 26th, 1924, 10th Sunday after Trinity: Holy Communion (8 a.m.); Matins (11 a.m.); Healing Service (12 noon); Evensong (6 p.m.).
 First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings 10 to 12.

WHAT TO DO FOR YOUR
 HAEMORRHOIDS.

Any doctor will tell you that constipation aggravates Piles. When the intestines are not working freely and regularly the Piles are torn and irritated afresh every time there is activity and so they cannot heal. This pain and discomfort can be overcome by the occasional use of Pinkettes, the mild little laxatives which, acting gently and naturally, ensure daily regularity, thus giving the Piles a fair opportunity to dry up and disappear. All chemists sell Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiangso Road, Shanghai.

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MARY PICKFORD

For the second time in her life
 has made her famous

"TESS OF THE STORM
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 and the most successful. A brand
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Your last opportunity to see

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In the greatest of all his sporting films

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—Starting To-morrow—

The picture you have been waiting for

"ENEMIES OF WOMEN"

The absolute supreme spectacle of the age.

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THE MOST INTERESTING EUROPEAN PRODUCTION

"The Man of Her Dreams"

FEATURING

Ivan Mozukin & Nathalia Lesienko

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"LEATHER PUSHERS" (Round 22)

FINAL SHOW TO-DAY, DON'T MISS IT

COMMENCING, TO-MORROW

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THE GREATEST PICTURE OF HER ENTIRE CAREER
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A large consignment of

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